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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 6 JANUARY, 1931 No. 3

Ogden Dunes Ski Meet Sunday, Jan. 25

It's a long way to the bottom, if you're standing on top of the Ogden Dunes slide, which will be the scene of the annual ski meet Sunday, January 25. Via South Shore train the slide is only an hour's ride from downtown Chicago and low round trip rates will be in effect.

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Offer Round Trip Rates to Ski Meet

SPECIAL low round trip rates will be in effect on the Chicago South Shore and South Bend Railroad Sunday, January 25, for the Fourth International Amateur Ski Tournament which will be held that afternoon at the Ogden Dunes ski slide.

This most spectacular of all sports events attracts thousands each year. Most of those attending prefer to use the fast South Shore Line to and from the event. Trains stop at Ogden Dunes (Wickliffe station) only a few steps from the base of the slide.

Tallest in America

The Ogden slide is the tallest and one of the finest all steel ski structures in America. The natural hill is one of the longest and with the steel slide the run from start to finish is nearly 600 feet.

It is expected that some 50 riders will compete. The competition starts at 1 p. m. Admission is one dollar.

Expect Large Crowd

While a large crowd—approximately 15,000—is expected, there will be plenty of room to watch the jumpers. There will be a bad traffic jam on the highways, however, and it is advisable to leave your car at home, or else drive it only as far as the nearest South Shore Line station.

In Chicago trains stop at the Randolph street, Van Buren street, 12th street, 53rd street, 63rd street and Kensington stations of the Illinois Central suburban system.

Low Rates Announced

The round trips which will be in effect Sunday, January 25, for the event, are as follows:

Chicago stations	$1.50
Kensington	1.00
Hegewisch	.85
Hammond	.75
East Chicago	.75
Gary	.40
Michigan City	.75
South Bend	1.75

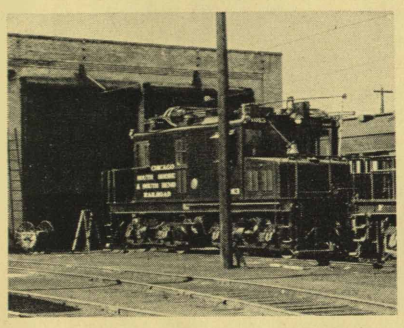
Two Riders

Here are two young Norse gods, entrants in last year's Ogden Dunes ski meet. Flying through the air at breakneck speed for 100 feet is easy for them.

70 Miles per Hour

If you have never treated yourself to a ski meet, you may look forward to a most thrilling afternoon, Sunday, January 25, at Ogden Dunes. Leading foreign and American ski riders will participate.

Locomotive Delivered



This is the first of two new 80-ton electric freight locomotives which were delivered to the South Shore Line last month. Addition of two locomotives brings the railroad's total to 14.

CHANGE IN SCHEDULES BETWEEN CHICAGO AND ST. JOE-BENTON HARBOR

Revised schedules, affecting the coordinated train and motor coach service of the Chicago South Shore and South Bend Railroad between downtown Chicago and St. Joseph and Benton Harbor, Michigan, were placed in effect December 28.

Four trains daily from Chicago make direct connections at Michigan City with motor coaches serving Grand Beach, New Buffalo, Union Pier, Lakeside, Bridgman and other communities along U. S. Highway No. 12 to St. Joseph and Benton Harbor.

Convenient Stations

Limited trains of the South Shore Line leaving Randolph street Illinois Central suburban station at 7 a. m., 11 a. m., 1 p. m., and 5:15 p. m., connect at the Michigan City station with St. Joseph-Benton Harbor motor coaches.

Dining car and parlor car accommodations are provided on the South Shore Line train leaving Chicago at 5:15 p. m.

Similar schedules are in effect between points in Michigan and downtown Chicago. Motor coaches leave the Benton Harbor station, Main and Wall streets, at 8:10 a. m., 12:10 p. m., 4:10 p. m., and 6:10 p. m., connecting with trains for Chicago at Michigan City.

The motor coaches leave St. Joseph, the Carlton-Walter store, seven minutes after leaving Benton Harbor.

CRACK MORNING FLYER LEAVES SOUTH BEND FOUR MINUTES LATER

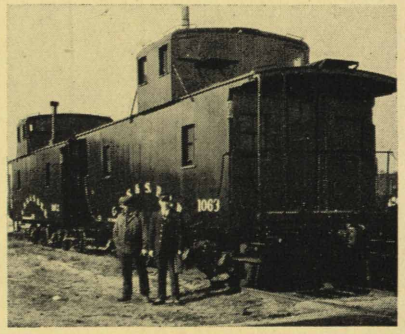
The Fort Dearborn Limited, crack morning flyer out of South Bend for Chicago, now leaves the South Bend station four minutes later each day following adoption of new schedules by the Chicago South Shore and South Bend Railroad Sunday, December 28.

Instead of leaving South Bend at 7 a. m., this deluxe train, which carries both dining car and parlor car equipment, now leaves at 7:04 a. m.

Arrival time of the Fort Dearborn Limited in Chicago remains unchanged under the new timetable. The train arrives at Twelfth street at 8:53 a. m., at Van Buren street at 8:55 a. m., and at Randolph street at 8:57 a. m.

Departure time from Michigan City and Gary is also moved back under the new schedule. The train leaves Michigan City two minutes later, at 7:44 a. m., instead of at 7:42 a. m.; and Gary two minutes later, at 8:11 a. m., instead of at 8:09 a. m.

New Cabooses



Two of the three new cabooses recently added to the South Shore Line's rolling stock had just come from the paint shop where the lettering had been put on the sides when this picture was taken.

South Bend Freight Terminal Complete

THE new freight terminal being developed by the Chicago South Shore and South Bend Railroad on the site of the old chilled plow plant in South Bend will be ready for use after January 1. In addition to housing the South Bend freight department and offices it will also provide quarters for the South Bend freight and passenger traffic departments.

While completion of driveways and other outdoor work may be delayed because of the weather, temporary drives will enable South Shore Line shippers to take advantage of the new facilities as soon as work of remodeling the buildings and laying the rails has been finished.

To Meet Future Needs

Construction of a large and conveniently located terminal for freight in South Bend is in line with the railroad's policy of providing ample facilities to care for the future requirements of the busy industrial area it serves.

The project, involving an expenditure of more than $350,000, will also furnish several desirable industrial buildings and sites, which by reason of their location and advantageous switching facilities, can be made available for industrial tenants.

Parts of three buildings on the 16 acre tract, formerly occupied by the plow company, will be used for inbound and outbound freight terminals and for freight and traffic department offices. Unused portions of these structures and five other buildings will provide room for expansion of the freight department and quarters for industrial tenants.

Mile From City's Center

The freight terminal is one mile west of the South Bend business center and lies in the heart of a rapidly growing South Bend industrial district. The South Shore Line main line is about one block north of the new terminal and the New York Central is just to the south.

Approximately one mile of track has been laid. A single track leads from the South Shore main line at Mead street and runs about five blocks along the Northern Indiana Electric railway right of way in Merry avenue. Double and triple trackage serves the inbound and outbound freight houses and in addition provides team track of 40 car capacity.

To Use Three Buildings

The two freight houses contain 10,574 square feet of floor space, which may be enlarged if necessary. Freight and traffic department offices occupy 2,700 square feet of the third building. The remainder of this building along with the other buildings will be available for other industries.

It is planned to abandon the old freight house on LaSalle street, east of Sycamore, as soon as the new terminal is in use.

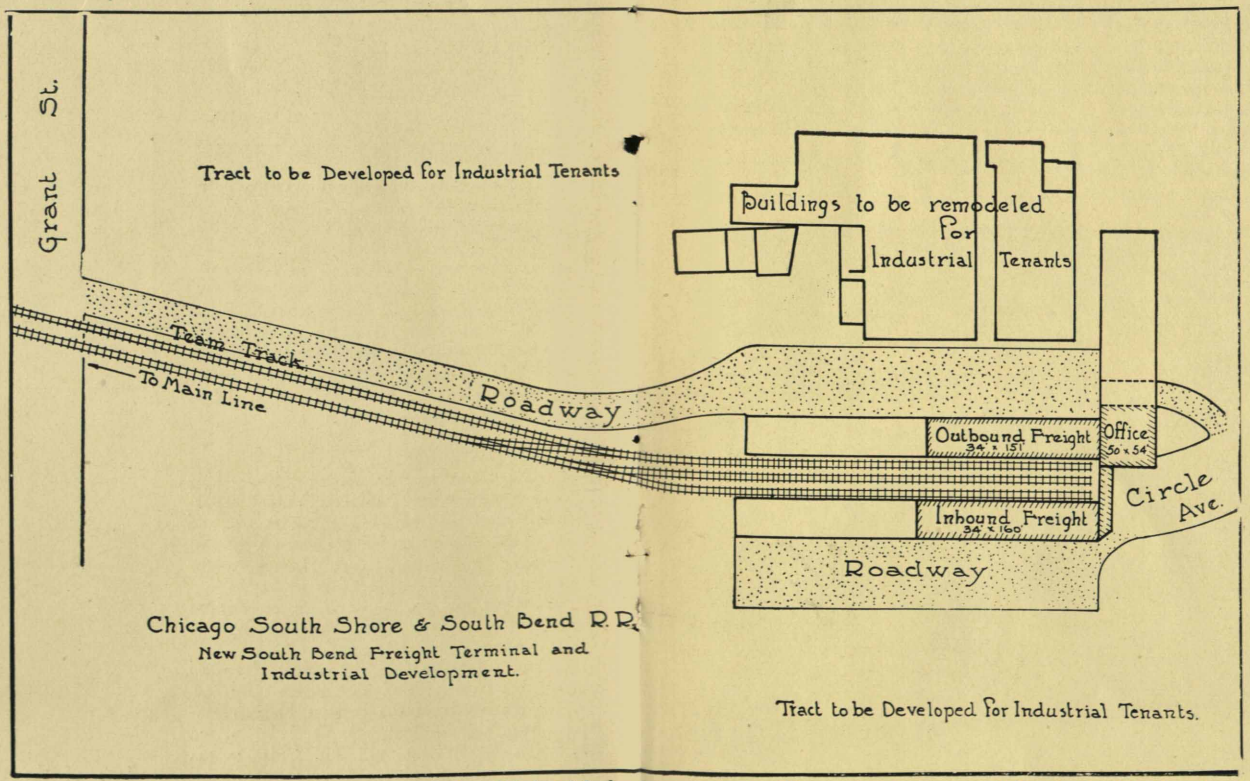

Grant St.
Tract to be Developed for Industrial Tenants
Buildings to be remodeled For Industrial Tenants
Team Track
To Main Line
Roadway
Outbound Freight 34 x 151
Office 50 x 54
Inbound Freight 34 x 160
Circle Ave.
Roadway
Chicago South Shore & South Bend R.R.
New South Bend Freight Terminal and Industrial Development.
Tract to be Developed for Industrial Tenants.

Diagram of the South Bend freight terminal and industrial development of the Chicago South Shore and South Bend Railroad. In addition to providing convenient facilities for handling freight and furnishing office quarters for the South Bend freight and traffic departments, it opens up several attractive sites for industries. Five large buildings and nearly ten acres of undeveloped land are made available for industrial tenants.

CONCESSION COUNTERS BOAST PROMPT SERVICE

A constantly increasing business is being done by the soda fountains and lunch counters maintained by the Chicago South Shore and South Bend Railroad in its passenger stations in South Bend, Michigan City, Benton Harbor and Gary.

The popularity of these sandwich and soda counters with the patrons of the South Shore has been achieved because of the reasonable prices charged, the quality of the food, and the cleanliness and promptness of the service.

Cigars, cigarettes, candy, hot and cold sandwiches, beverages, pastries, newspapers and magazines can be had at these counters at popular prices.

TWIN CITY BATHS IDEAL FOR CARE-WORN NERVES

A midwinter respite from the cares and anxieties of the business world is offered patrons of the South Shore Line who spend a few days in Benton Harbor-St. Joseph, Michigan.

The famous baths in these resorts rivalling the curative waters of Weisbaden in Germany, are less than three hours from Chicago by the South Shore Line's coordinated rail and motor coach service.

Relieves Nervousness

Drawn from wells 800 feet deep the sulphosaline water has proved especially beneficial in relieving acute and chronic nervousness, neuritis, arthritis, rheumatism, skin and blood diseases and kindred ailments.

Modern hotels in both St. Joseph and Benton Harbor provide the finest accommodations for guests. Each tries to outdo the other in looking after the comforts of the visitor and in making his stay away from business cares a pleasure.

Convenient Stations

Fine theaters, indoor golf and many opportunities for vigorous outdoor sports offer recreation for the winter visitor to Michigan's "twin cities."

All steel express trains of the South Shore Line leave the Randolph street Illinois Central suburban station in Chicago for Michigan City where fast motor coaches are waiting for the short trip up the lake shore to St. Joseph and Benton Harbor.

There is no inconvenience nor delay in transferring from train to motor coach.

Ten South Shore Line trains carry parlor cars daily and six carry diners. The splendid cuisine and efficient service offered on these deluxe trains assure the traveler of a pleasant journey.

Build Novel Museum in Jackson Park

A NEW museum, which from all descriptions will be as interesting a place as can be imagined, is to occupy the reconstructed Fine Arts Building in Jackson Park, Chicago. The park is two blocks east of the 63rd street station, and the building for the new Museum of Science and Industry, is about four blocks north through the park.

The museum was founded by Julius Rosenwald's initial gift of three million dollars and a five million dollar bond issue voted to the South Park commissioners.

Transportation Exhibit

Here historic locomotives will pant as they panted years ago and the development of transportation will be portrayed by models in actual operation. Telegraphs, telephones, radio signaling devices, telescopes, harvesters, plows, and excavators and thousands of other inventions representative of the strides that have been made in the technical ascent of man will be shown. They will not appear in their ordinary costumes, but will be stripped and cut and cross-sectioned to show just what it is that "makes the wheels go 'round." The scientist will no longer be the spectacular "wizard" of the newspapers, for here his work will be laid bare to the public eye and the hard and fast rules that govern any mechanism will be elucidated.

Center of Energy

A technical museum differs in many ways from other museums of natural history and art. It is not a storage house for inanimate objects but a throbbing panorama of energy. You will not be asked to keep your hands off the exhibits. Indeed, you will be invited to pull levers and push buttons and to operate the exhibits at first hand. The director of a technical museum regards bills for worn out crank-handles and push-buttons as an indication that the visitors are getting as much out of the machines as they should.

Let us suppose that you want to know what improvements have been made in railway passenger cars since the first car ran on flanged rails in an English mine. Despite its 400,000 square feet, the museum will not be able to display full sized models of rolling stock. And so you will enter a car a hundred years long. Time and space must be telescoped.

Divided Into Periods

The car will be divided into periods: In the first compartment you may seat yourself and experience all of the sensations of bumping over the poorly ballasted rail of the forties; for that compartment will be mechanically shaken to impart the realities of a railway journey in the days of our grandfathers. As you look out of the window you see the landscape of that time—a realistic painting, ingeniously illuminated, travelling endlessly on rollers. The last compartment will be that of a modern Pullman sleeper. Its motion will be hardly perceptible, and from the windows the painted skyscrapers of modern Chicago will be visible.

Streets Shown

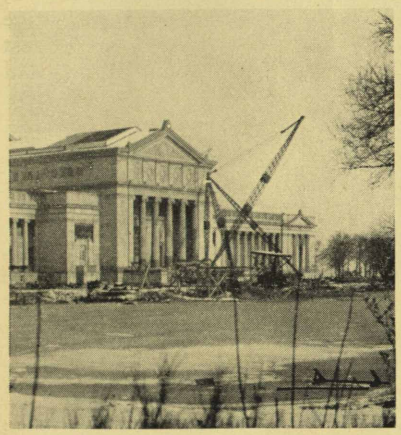
The same procedure will be adopted when it comes to showing the evolution of the street. In the Museum of Science and Industry there will be a street about a hundred feet long. In two minutes the visitor will walk from the seventeenth century to the twentieth. He will see a gentleman of Elizabethan London carried in a chair through the mud with link-boys to light his way home. A few feet further he sees that oil lamps light up the street and the footways and carriage ways have improved. Finally he enters a few feet of a street as it is today with a hard smooth pavement beneath his feet and a roadway honeycombed with electric conduits that deliver energy or convey messages.

And so it will be with all the other divisions in the museum—science, industry and engineering will receive a treatment that is quite different from anything yet attempted anywhere in this country.

The Old Fine Arts Building

Pronounced one of America's most beautiful pieces of architecture, this plaster and lath structure of Columbian Exposition days is being rebuilt of enduring stone on its old site in Jackson Park, Chicago. When completed it will house the Museum of Science and Industry.

The Reconstruction



One provision of the Rosenwald gift which made the Museum of Science and Industry possible was that the exterior of the new building follow the old building in every detail.

Praise From Navy

The following commendatory letter was received from George L. Dickson, 333 N. Michigan avenue, Chicago, president of the Naval Academy Association of Chicago:

On behalf of the members of the United States Naval Academy Graduates association of Chicago I take this opportunity to thank the officials and the members of the crew in charge of our train for the excellent services and courtesy tendered to us on our recent trip to Notre Dame. We were all unanimous in our praise of the comfort derived from such a trip and felt sure that we had saved ourselves an untold amount of worry and exhaustion by "Letting George do it." Should an occasion arise in which transportation can readily be supplied over the South Shore Lines we shall be only too glad to give consideration with the past experience in mind.

DINING CAR AND PARLOR CAR TRAINS POPULAR

For that next trip on the South Shore Line, patrons are urged to arrange to travel on one of the road's deluxe trains, sampling the famous South Shore Line cuisine and enjoying the luxuries of the parlor car service.

The dining cars feature a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from the special menu.

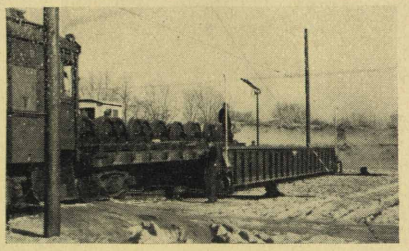
Three trains daily each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining car trains leave Randolph St., Chicago, at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:04 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

PLAN PUBLIC OPEN HOUSE AT NEW SHOPS BUILDING

The new shops building, constructed during the summer and fall by the South Shore Line just east of the old shop building in Michigan City, will soon be in service. Already most of the machinery is installed and in daily use.

Shown, upper right, is transfer table used to move rolling stock to the shop; left center is the new axle lather; right center, the foot operated wash fountain, with soap container above the spray. At the bottom is an interior view of the new structure.

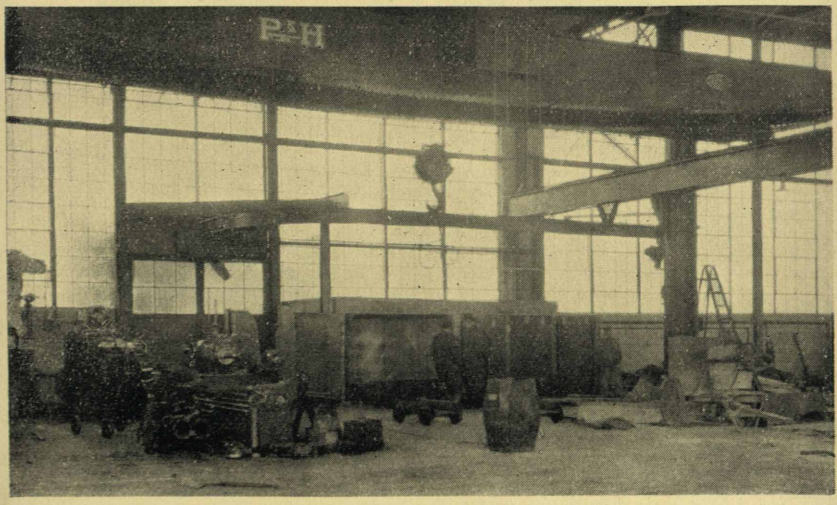
An open house, to allow friends of the railroad an opportunity to inspect the new quarters, will be held within the next few weeks.



Transfer Table

Axle Lathe

Wash Fountain



Interior, showing 3 ton crane, ovens, honing machine and axle lathe.

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VOL. 6 FEBRUARY, 1931 No. 4

Indoor Hockey, Most Thrilling Sport

THIS year an increasing number of persons living in South Shore Line territory have discovered the thrill of professional hockey as played by Chicago's two teams, and many patrons of the railroad are making periodic trips to the Chicago Stadium where this fastest of all games is played indoors of evenings.

This well heated sports arena is easily reached. Located at 1800 West Madison street it is only a few minutes ride on the elevated train from Chicago's loop.

8 Games in February

Eight games are scheduled during February. The Chicago Black Hawks, members of the National League of hockey teams, will play home games against Montreal, Philadelphia, New York and Detroit.

The Shamrocks, Chicago's representative in the American League, will play home games against Buffalo, Minneapolis, Tulsa and Kansas City.

Hockey in Chicago

Chicago Stadium, 1800 W. Madison street. Doors open at 7:30 p. m.

February 1—Black Hawks vs. Montreal.
February 5—Black Hawks vs. Philadelphia.
February 15—Black Hawks vs. New York.
February 17—Shamrocks vs. Minneapolis.
February 19—Black Hawks vs. Detroit.
February 22—Shamrocks vs. Tulsa.
February 24—Shamrocks vs. Kansas City.
March 1—Black Hawks vs. Ottawa.
March 3—Shamrocks vs. Minneapolis.

Gladiator of the Ice

If you have never seen a professional hockey game, you may not see the necessity for all the stuffing and padding worn by Goalie Sam Timmons of the Chicago Shamrocks in this photograph. A trip to the Chicago Stadium some evening will convince you that if you had his job you would wear a coat of mail.

The Black Hawk team was organized and played its first season five years ago. Games were then played in the Coliseum, the Chicago Stadium not having been built. The sport caught on rapidly in Chicago and within this short period became so popular that this year sports promoters thought a second hockey club could be made to pay.

The Shamrock club was organized and has enjoyed a highly successful season. Both teams include in their personnel many outstanding stars, and this year both have been leaders in their respective leagues.

Rockne Is Hockey Fan

All agree that it is only necessary to attend one hockey match, as it is played today by the professionals, to become a hockey fan. In a prospectus prepared by the Black Hawks, Knute Rockne, Notre Dame coach, is quoted as follows:

"Although hockey was constructed by the Canadians, the United States, in both an amateur and a professional way, has surrendered to the lure of the fascinating ice game. It carries all the qualities that Americans look for in competition. It has color and action, it demands skill and courage and best of all, team work. Colleges are taking it up all over the country."

Speed Demon

Photograph by Morrison, Chicago.

Cyclone Wentworth, defense star of the Chicago Black Hawks and one of the fast men on the team, said by sport experts to be the swiftest in the country. His team will play four games this month at the Chicago Stadium, 1800 West Madison street. The Shamrocks likewise have four games scheduled during February.

MANY WILD ANIMALS STILL IN CHICAGOLAND

Different families of wild animals ordinarily supposed to have been greatly depleted in Chicago and the surrounding territory, still survive in substantial numbers despite an inhospitable modern civilization, it was announced following the completion of a survey recently. Of the valuable fur bearers, only the beaver is extinct in Chicagoland.

The survey was conducted by Edwin Komarek of the Chicago Academy of Sciences and Donald Spencer of the biological survey of the United States department of agriculture.

A year and a half was spent in a search in Chicago and the territory within a 50 mile radius which resulted in the finding that, of the 53 species of mammals known to have lived in this region, 38 still survive.

The red and gray fox and the mink exist in large numbers, the survey showed. Some of the other wild animals, most of them valued for their pelts, which were disclosed by the survey, are coyotes, skunks, badgers, muskrats, and woodchucks and many others. Approximately 3,000 specimens of the 38 species were collected. Many were found in the Dunes area.

REST FRAYED NERVES AT CONVENIENT RESORT

A midwinter respite from the cares and anxieties of the business world is offered patrons of the South Shore Line who spend a few days in Benton Harbor-St. Joseph, Michigan.

The famous baths in these resorts rivalling the curative waters of Weisbaden in Germany, are less than three hours from Chicago by the South Shore Line's coordinated rail and motor coach service.

Relieves Nervousness

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Fine theaters, indoor golf and many opportunities for vigorous outdoor sports offer recreation for the winter visitor to Michigan's "twin cities."

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SOUTH BEND FREIGHT, TRAFFIC OFFICES MOVE

South Bend freight and traffic departments of the Chicago South Shore and South Bend Railroad are now installed in their quarters in the new freight terminal building at 1600 West Washington street.

Inbound and outbound freight houses and team tracks on the terminal site are now in use, the old freight terminal on LaSalle street, east of Sycamore, having been abandoned. The traffic department formerly had its offices above the passenger station at Michigan and LaSalle.

The new telephone of the freight department is 3-9484. The traffic department phone remains unchanged, 2-5764.

Hoosier Salon in Chicago, Jan. 24-Feb. 7

CHICAGO'S annual tribute to Indiana artists, the Hoosier Salon, opened January 24 in the art galleries on the second floor of the Marshall Field and Company store. The exhibition, which contains the work of many residents of the South Shore Line territory, will continue through February 7.

Prizes totalling $4,650 were awarded this year to more than a dozen painters and sculptors. Their work is on display as are many other subjects submitted to the judges.

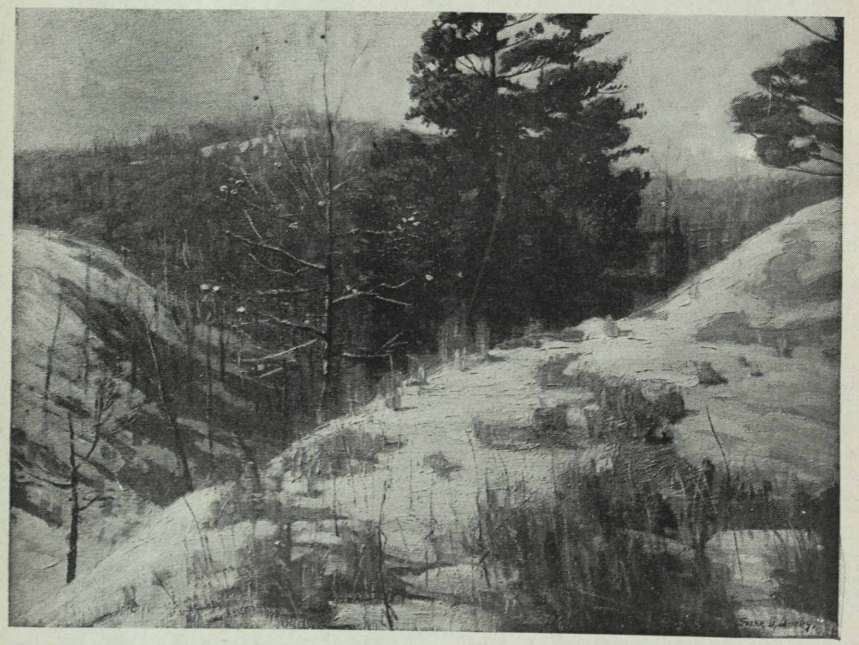
The salon has become the mecca for collectors of good pictures and a rendezvous for art lovers from all parts of the country as well as from Indiana. The society has done much to encourage Indiana artists and each year brings new members, and each salon a discovery of unusual talent.

Artists members are on the floor each day to talk about their work and greet the general public. Chicago alumni associations of Hoosier schools and colleges are observing special days during the exhibition.

The Michigan City Women's Study club will join the Daughters of Indiana in sponsoring a tour and entertaining at tea, January 27. South Bend Day is February 5 and Lake County Day, February 6.

To reach the Marshall Field and Company building leave the South Shore Line train at Randolph street and walk one block west. The exhibition is on the second floor in the south wing of the building.

Dunes Painting by Salon Exhibitor



Photograph by Chicago Art Institute.

The Indiana Dunes country has inspired many of the artists whose work will be on display on the second floor of the Marshall Field and Company store, January 24 to February 7, at the seventh annual showing of the Hoosier Salon. Above is one of Frank V. Dudley's oils, now owned by Dr. Peck of Evanston. Dudley spends much of his time at his cottage near Tremont and is a frequent patron of the South Shore Line.

Spreader-Ditcher Added to Equipment

A 53-Ton spreader and ditcher, to be used for maintaining the roadbed and combatting snow storms has been added to the equipment of the Chicago South Shore and South Bend Railroad.

In maintenance work the spreader-ditcher can be used for digging ditches, spreading ballast, levelling banks and shaping the roadbed. In fighting snow and ice it will clear a path 32 feet wide through snow banks, and remove ice and snow from the flanges of the rails.

Built in E. Chicago

The spreader-ditcher, was specially built for use on the South Shore Line by the O. F. Jordan Company of East Chicago, Indiana.

It is pushed ahead of a locomotive, 10 to 15 miles per hour, cutting through ballast or snow with a V-shaped plow, and shoving the material into place or throwing the snow off the tracks with large wings which extend from the sides. Movable wire brushes under the plow are used to clean the rails.

Air Controllers

The wings, plow and brushes are controlled by compressed air stored in large tanks behind the control house. The left wing when fully extended reaches 22 feet from the center of the track. and the right wing, 10 feet.

Commendations

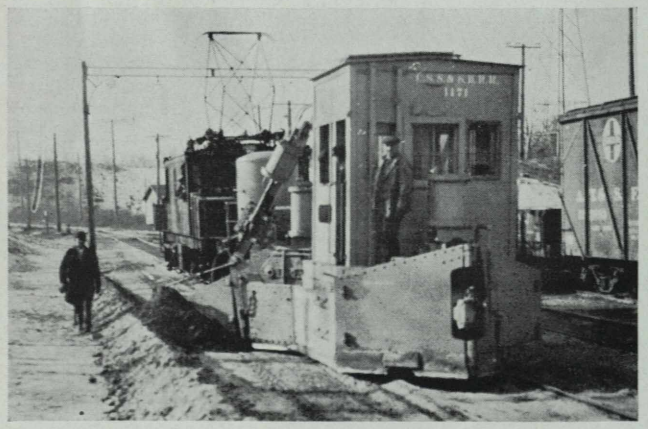
A frequent patron of the railroad, Charles V. Franklyn of the Braeburn Alloy Steel Corporation of Braeburn, Pennsylvania, writes as follows:

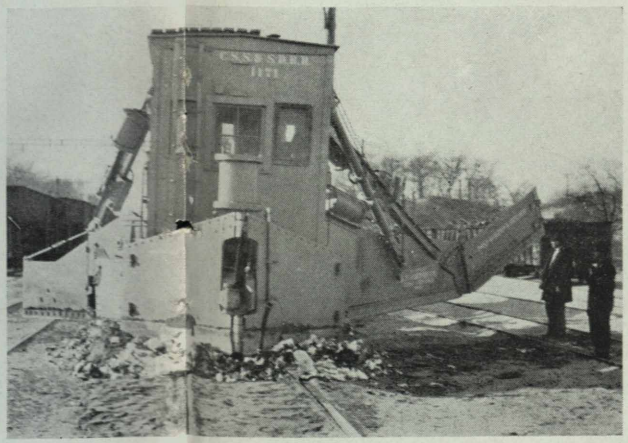
I wish to thank you for the prompt attention in forwarding my baggage, which was received yesterday evening in good first class order.

I know you will be interested to know that Mrs. Franklyn and I made our connection with the Wabash at the 63rd street station and arrived back in St. Louis on schedule time.

I have always enjoyed your South Bend service and the additional service which you personally rendered has more than offset the inconvenience of the accident to your wires on Saturday night.

53-Ton Monster To Be Used For Maintaining Right of Way





This 53-Ton Jordan Spreader is the latest acquisition of the South Shore Line. Pushed along by a locomotive, this gray monster will dig ditches, level banks, spread ballast and clear a path 32 feet wide through ice and snow.

At the left the small 10-foot wing is being used for grading the road bed. To the right the large wing, with a 22-foot sweep, is being extended for use. Compressed air is used to control the wings and plows.

HEAT SWITCHES TO KEEP OUT SNOW AND ICE

In keeping with its policy of taking advantage of the newest developments in railroad practice, the Chicago South Shore and South Bend Railroad has made experimental installations of three sets of switch heaters designed to keep switches free from ice and snow during stormy weather.

One set, being tested at the east end of Tamarack siding west of Michigan City, uses a gas flame to heat the points of the switch; one near Virginia street, Gary, uses electricity; and on in the yards at Michigan City uses oil burners.

PREPARE FOR MICHIGAN BLOSSOM FESTIVAL

The Blossom Festival committee, in charge of preparations for the annual Maytime floral fete in St. Joseph and Benton Harbor, has begun work on this year's program.

Last season the pageant and festival brought an estimated 75,000 persons to Michigan's twin cities. A queen, selected from representatives of more than a score of Michigan communities, presides over the exercises which are held just at the time the numerous fruit orchards of this part of the country begin to blossom.

Sample Menu
Dining Car Service

SPECIAL SOUTH SHORE DINNER

—

Chilled Pineapple Juice
or Oyster Cocktail

—

Old Fashion Navy Bean Soup

—

Sweet Cucumber Rings

—

Choice
Fried Lake Trout, Brown Butter Sauce
Red Currant Jelly Omelet
Broiled Milk-Fed Chicken (half), Maitre d'Hotel
Roast Loin of Pork, Apple Sauce
Grilled South Shore Sirloin Steak

—

O'Brien Potatoes or Candied Sweet Potatoes
Creamed Parsnips

—

Lettuce and Pear Salad
French Dressing

—

Choice
Apple Tapioca Pudding, Cream Sauce
Hot Mince or Apple Pie
Ice Cream with Wafers
Imperial Cheese

—

Hot Tea Biscuits

—

Coffee Tea Milk

$1.50 per Person

6 TRAINS CARRY DINERS, 10 PARLOR CARS, DAILY

For that next trip on the South Shore Line, patrons are urged to arrange to travel on one of the road's deluxe trains, sampling the famous South Shore Line cuisine and enjoying the luxuries of the parlor car service.

The dining cars feature a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from tthe special menu.

Three trains daily each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining car trains leave Randolph St., Chicago, at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:04 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

Factory Trucks Made In South Bend

ANOTHER of the progressive and rapidly growing American industries which has found that the territory through which the South Shore Line operates is an ideal location for the manufacturer is the William H. Sippel Corporation of South Bend.

This firm, which has its plant at 1804 South Main street in that city, makes a specialty of building factory equipment and produces a complete line of factory trucks, casters and lift truck skids.

Tests of Materials

The Sippel organization prides itself on its policy of designing and building all of its equipment from a sound "maintenance engineering standpoint." The theory is that thorough research and exhaustive tests of materials and principles of construction will result in a superior product and the company's production program is worked out on this basis.

A Growing Concern

According to officials, the company's personnel consists of men whose experience and energies have been concentrated on designing, building and maintaining material handling equipment for many years. When called in, they do not hesitate to make recommendations and to assist customers with their handling problems in the interest of efficiency, safety and economy.

The company has enjoyed a rapid growth. Representatives are located in the principal American cities and a show room is maintained in New York City.

From Columbus

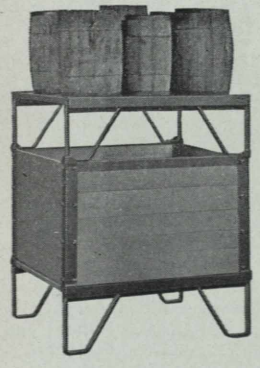
A note of appreciation has been received by the South Shore Line from the Reverend Edward C. Fendt, pastor of the Evangelical Lutheran Martin Luther Church in Columbus, Ohio. It follows:

"The kindness and service shown me on the night of November 29 by your road, when line trouble detained eastbound cars, by sending a special "motor" to South Bend, to make it possible for me to board a New York Central train at 11:10 P. M. was very much appreciated."

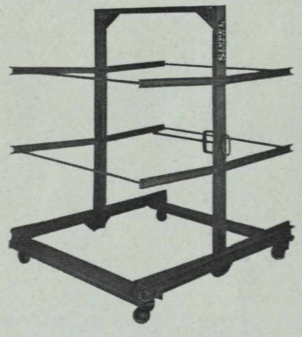
DUDLEY, DUNES PAINTER, IN CHICAGO EXHIBITION

The Chicago Galleries Association, 220 North Michigan avenue, Chicago, has announced an exhibition of paintings by Frank V. Dudley, January 28 to February 18. Mr. Dudley is a resident of the dunes and some thirty of the paintings to be shown will be of the dunes. A painting of Mr. Dudley's is reproduced on page 3 of this issue of South Shore Lines.

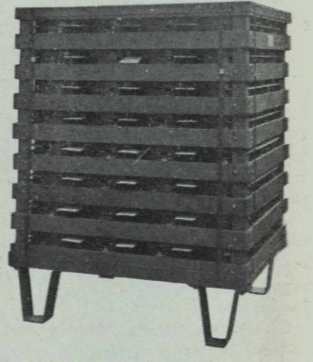
Sippel Products For Handling Material



Special Skid



Special Truck



Shipping Skid

10-YEAR OLD POET SINGS OF SOUTH SHORE LINE

"In considering subjects for my boys and girls in English work," writes Miss Ona B. Boswell, a teacher at McKinley school, East Chicago, "I described in considerable detail my commuting on the South Shore Line from Chicago to East Chicago, during the past ten years, also other little trips I have taken on your line.

"I am enclosing one of the results of my small lecture which I consider very fine for a 10-year old girl."

THE SOUTH SHORE LINE

I

Miss Boswell rides on a big red car
On the South Shore Electric Line.
On that she travels near and far,
And she's a dear teacher of mine.

II

She comes whether shine or rain,
No matter what the weather is.
On comes that bright colored train,
Whiz! Whiz! Whiz! Whiz! Whiz! Whiz!

III

The waters of Michigan gleam so blue;
The embers of camp fires glow;
The leaves and flowers are a pretty hue;
The sand dunes stretch row after row.

IV

When I'm a lady tall,
I, too, shall travel like her,
Spring, summer, autumn and fall
Oh, nothing shall me deter

V

How restful to glide along—
Fine service we get galore,
Come join all the happy throng,
Who ride via, the good South Shore.

Catherine Kellam, age 10, grade 4,
McKinley School, East Chicago, Ind.

CONCESSION COUNTERS, IN STATIONS, POPULAR

A constantly increasing business is being done by the soda fountains and lunch counters maintained by the Chicago South Shore and South Bend Railroad in its passenger stations in South Bend, Michigan City, Benton Harbor and Gary.

The popularity of these sandwich and soda counters with the patrons of the South Shore has been achieved because of the reasonable prices charged, the quality of the food, and the cleanliness and promptness of the service.

Cigars, cigarettes, candy, hot and cold sandwiches, beverages, pastries, newspapers and magazines can be had at these counters at popular prices.

Appreciates Service

Ossie Solem, director of athletics at Drake University, accompanied members of the university's football squad on their trip to South Bend this fall for the game with Notre Dame. The players used special trains on the South Shore Line between Chicago and South Bend, taking meals in the dining cars. The following letter was received from him:

I simply wish to thank you for the courtesy and treatment we were accorded on your line from Chicago to South Bend and return this past week-end.

Your Mr. Jamieson was wonderful to us and the trip was a pleasure.

FOUR HAMMOND TALKS PLANNED FOR FEBRUARY

Four Tuesday evening lectures are scheduled for presentation during February at the Beth-El Social Center, Hohman and Mason streets, Hammond. Dr. Harry A. Overstreet, department of philosophy, College of the City of New York, will speak on "Psychological Problems of Adult Life," February 3.

Prof. Frederick Starr, anthropologist, will speak on "Conditions in China," February 10; Jose Kelly, commissioner, Mexican department of commerce, Industry and Labor to the United States, will speak on "Mexico, Our Neighbor," February 17; and Jacob B. Krohngold, Rabbi, Temple Beth-El, Hammond, on "An Inquiry into the Nature of Religious Belief," February 24.

THERE'S A REASON FOR ARROWS ON COAL CARS

The large orange arrows, painted on the sides of coal cars belonging to the Chicago By-Product Coke Company, are for convenience in checking cars in the company's yards. The lettering on the sides of the gondolas cannot be read at any great distance, but the bright orange arrows can be seen for nearly a mile and are a great help in ascertaining the number of cars on hand.

Because of the efficient and speedy freight service given by the South Shore Line this company routes a great deal of its coal over this railroad. These gondolas are frequently seen and commented on by patrons of the road.

Lists Advantages of Home Ownership

A LIST of the things you get when you own a home and don't get when you rent, has been drawn up by Herbert U. Nelson, executive secretary of the National Association of Real Estate Boards. Mr. Nelson finds it easy enough to think of twenty such items, and he gives them to the public through his organization.

Of course, "you may get a mortgage when you buy or build a home," but, according to this real-estate authority, you also get the following:

1. **Financial Independence.** — More people have started on the road to financial independence, through home ownership, than in any other way.

2. **Security.**—In times of stress the home is always something to fall back on.

3. **A Cash Equity.**—A well-bought home is as good as a savings account.

4. **Credit.**—Home-owner can open charge accounts, etc., without difficulty.

5. **Peace of Mind.**—Based on the knowledge that provision has been made for your family.

6. **Social Background for Your Children.**

7. **Play Place for Your Children.**—Without criticism from landlord.

8. **Development of Responsibility.** — Home-owner feels more responsibility with regard to his dwelling and the neighborhood.

9. **Interest in Civic and Municipal Affairs.**—This is good for the home-owner.

10. **Chance for Individual Expression.**—Exterior and interior of home can be made to express individuality of owner.

11. **Permanent Environment.**—Making neighbors and friends whose friendships last over a period of years.

12. **Habits of Thrift.**

13. **Healthful Exercise.**—Pride of possession inspires work around home and garden, which is healthful for indoor business people.

14. **Character Development.**—Responsibilities of ownership in meeting emergencies and financial payments, and in making repairs, etc., develop business acumen and character.

15. **Independence (other than financial).**—The home-owner can order his life as he wishes, with no restrictions or interference from landlord.

16. **Savings.**—Statistics prove that one can occupy and pay for a home at approximately the same cost as he can rent an apartment of the same size as the house. When he has completed his payments, he lives in the owned home much more cheaply than in rented quarters. Thus, over a period of years, he is money ahead by buying and occupying a home.

17. **Beautiful Furnishings.** — Higher quality furniture and drapes can be purchased, because they fit into a decorative scheme that will last for years, instead of having to be changed periodically as one moves about from place to place.

18. **No Restrictions on Size of Family.** — Landlord can not limit the number of children, or the total number of occupants of the home.

19. **Pets.**—The home-owner can have as many pets as he wishes, both indoors and outdoors, without asking any one's permission.

20. **Possible Income.**—The lot might be utilized financially, such as by building a garage to hold two or more cars, and renting a portion of it.

"And, in addition to the above reasons," concludes Mr. Nelson less seriously, "there is always the chance, since you own to the center of the earth, that you may find a gold mine or an oil-well in your own back yard, as many have done."

Another Bouquet

From Major G. H. Crandall of the Culver Military Academy at Culver, Indiana, comes the following letter of commendation:

Last Wednesday, during the blizzard, I was on the way to South Bend to meet my daughter who was coming from Chicago on the South Shore and would arrive at 4:20 p. m. My car went off the road and while waiting to be pulled out of a snow drift I telephoned your agent in South Bend that I could not meet the train and asked him to be on the lookout for my daughter and ask her to take a taxi to the Pennsylvania railroad station and come to Culver on the train leaving at 5:10.

The South Shore train was quite late but as my daughter stepped off the train she was told that a taxi was waiting to take her to the train and in spite of the short time she had, she made the train and reached Culver in due time. This is a case of exceptional courtesy on the part of your agent and reflects great credit on him and the management. Please accept my deep appreciation.

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

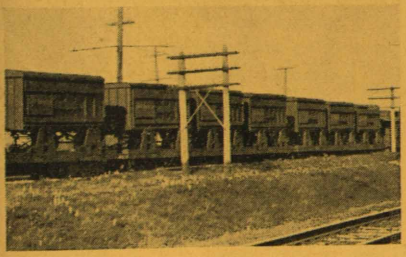
VOL. 6 MARCH, 1931 NO. 5

FERRY TRUCK SERVICE IS OFFERED CHICAGO, SOUTH BEND SHIPPERS

■ The Chicago South Shore and South Bend Railroad announced the introduction on February 16 of what is known as ferry truck service for carload and less than carload freight between Chicago and Clearing, Ill., on the west, and South Bend, Mishawaka and Notre Dame, Ind., on the east.

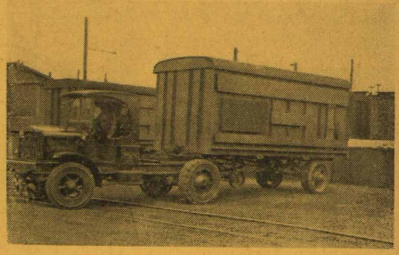
Ferry trucks are tractor-drawn trailers. Under the new arrangement they will be placed at the consignor's plant for loading during the day. When loaded the trailers will be picked up by the railroad company, hauled to the terminal freight station of the South Shore Line and placed on specially built flat cars for transit to the other terminal, where they will be delivered to the consignee the following morning. The Chicago freight terminal of the South Shore Line is at Kensington, 115th street, and the South Bend terminal is at 1600 West Washington street.

IN TRANSIT



The trailers are loaded on special flat cars and shipped by rail overnight in either direction between the Chicago terminal at Kensington and the South Bend terminal at 1600 W. Washington street.

TRACTOR TRAILER



One of the tractor trailers used in new ferry freight service. Trailers are left with shippers and consignees for loading and unloading, and are moved by tractor to and from freight terminals.

With this service, new rates scaled according to a basis of minimum weight per truck load were put in effect. Development of ferry truck transportation by the South Shore Line has been made possible largely by the opening on January 26 of the railroad's new freight terminal in South Bend. The terminal occupies a site of 13 acres one mile west of the main business district of the city, and includes six former factory buildings. Parts of two of these buildings have been remodeled for use as inbound and outbound freight houses and are served by double and triple tracks, and a portion of a third building houses the local offices of

NEW FREIGHT TERMINAL

Local freight and freight traffic offices are just to the left of the truck entry-way of the new South Bend freight terminal. Completion of the terminal enabled the South Shore Line to inaugurate overnight ferry truck service between South Bend and Chicago.

the freight and traffic departments. The remaining buildings are to be developed for industrial and warehousing purposes. Because of their location in the rapidly growing South Bend manufacturing district and the advantageous switching facilities offered by the railroad, they make splendid sites for industrial tenants. A team track of 40-car capacity also has been provided. The old freight house on LaSalle street in South Bend has been closed.

Ferry trucks may be ordered from the Chicago (Kensington) freight station, telephone Commodore 2260; or in South Bend from the freight traffic department, phone 2-5764.

The following rates for the ferry truck service, including pick-up and delivery, have been announced:

40c per cwt. minimum weight 6000 lbs. per truck
30c per cwt. minimum weight 10000 lbs. per truck
25c per cwt. minimum weight 15000 lbs. per truck
20c per cwt. minimum weight 20000 lbs. per truck
15c per cwt. minimum weight 20000 lbs. per truck

(The 15 cent rate applies only when either pick-up or delivery—not both — service is required.)

PLAN ROOMY DUNES HOTEL AT TREMONT

■ Bids were received February 24 by the Indiana department of conservation for construction of an 88-room cabin hotel to be built on the lake front at Tremont in the Indiana Dunes State Park. Plans for the hotel, which will cost approximately $90,000 were drawn by John Lloyd Wright, son of Frank Lloyd Wright, noted American architect.

The hotel is to be four stories high, each room spacious and fashioned after the interior of a cabin. On the outside of each room will be a sun porch covered with sand where patrons may take sun baths. The hotel will face the lake, 100 yards from the water line.

It is planned to follow the Pueblo style of architecture with the building situated on a hillside.

HOME AND GARDEN SHOW TO BE HELD IN CHICAGO

■ The Chicago Garden and Flower Show, held annually since 1927, has been combined with the Well Equipped Home Exposition, held annually since 1928, and this year the two will be held at the Hotel Sherman, March 9 to 14, as the Home and Garden Show. The Sherman is at the corner of Clark and Randolph streets, about four blocks west of the South Shore Line's Randolph street station.

Exhibits of model gardens, cut flowers, seeds, bulbs, nursery stock and landscape equipment will feature the garden section of the show. The home section will include displays of home furnishings, decorations, labor and time saving devices, novelties, art pottery, glassware, dinnerware, women's and children's apparel, textiles, fabrics, food products and cosmetics. The show will be open from 12 noon to 11 p. m., daily during the week of March 9 and the public is invited.

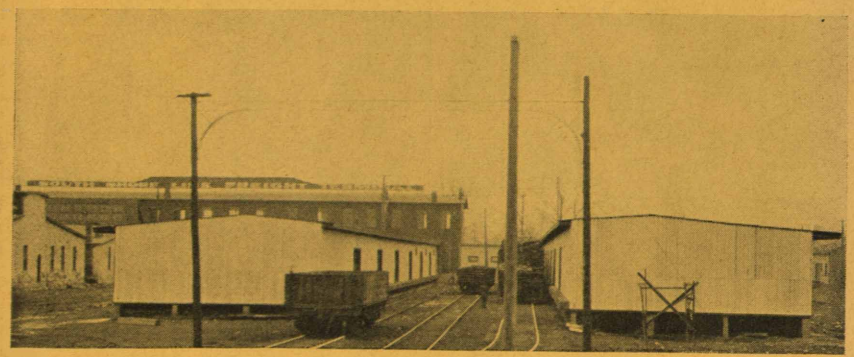
TRY A PARLOR CAR TRAIN NEXT TRIP

■ For that next trip on the South Shore Line, patrons are urged to arrange to travel on one of the road's deluxe trains, sampling the South Shore Line cuisine and enjoying the parlor car service. The luxuriousness of the parlor cars and their many refinements make them a favorite means of travel with all who have tried them. The large, comfortable easy chairs and the excellently appointed ladies' lounge and men's smoking room are among popular features of the parlor car. A charge of fifty cents is made for this service.

JAMIESON IS MADE GEN'L PASSENGER AGENT

■ R. E. Jamieson has been made general passenger agent of the Chicago South Shore and South Bend Railroad it was announced February 3 by William Peterson, traffic manager. Mr. Jamieson's headquarters are at 72 W. Adams street, Chicago.

SOUTH BEND FREIGHT HOUSES



Outbound and inbound freight houses at the new South Bend freight terminal, 1600 W. Washington street. At the left may be seen one of five buildings which may be used for warehousing or manufacturing. Approximately 10 acres of undeveloped land are also available for industrial tenants.

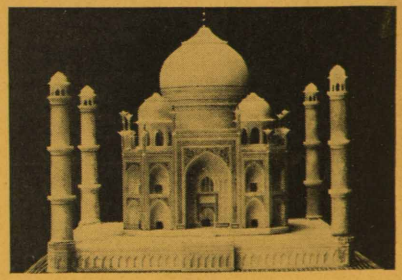
FREE MOVIES AND A MYRIAD SIGHTS LURE YOUNG FOLKS TO MUSEUM

■ A most interesting program, for both children and adults, is planned this spring by the Field Museum of Natural History. The museum, located in Grant Park, Chicago, is only a few steps from the South Shore Line's 12th street station.

Every Saturday morning during March and April, at 10 and 11 o'clock, free motion pictures are given for children in the James Simpson Theater of the museum. Dates and the titles of the pictures to be shown are as follows: March 7: The Antics of the Kilowatt; The Eagle's Nest; Traveling in a Goatskin Boat. March 14: America Raises Rubber; Thrills in Yellowstone; Bare Facts about Bears. March 21: Fine Furs on Fine Animals; Picturesque Roumania. March 28: A Jaguar in Stone; Belgian Cities; How Buds Become Leaves; Fishes of Many Waters; Hagotian, the Rug-maker. April 4: The Story of Silk; Pineapples; Life in a Pond; Undersea Partnerships; The Life History of a Pearl. April 11: The Story of Asbestos; Firemaking Without Matches; Drummers and Boomers; Porcupines and Their Neighbors. April 18: The Island of Sugar; Prodigal Palms; Poor Butterfly; The Message of the Flowers; April 25: In Batik Land; A Dyak Wedding; Teak-logging in Siam; Elephants on Parade; Wooden Shoes.

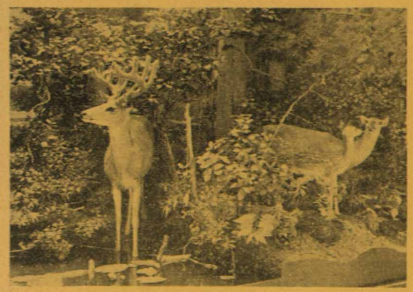
Of interest to adults, a series of eight illustrated lectures will be given free of charge in the James Simpson Theater, Saturday afternoons at three o'clock. The dates, subjects and speakers are as follows: March 7: The Lost Valley of the Caucasus, by William Osgood Field, Lennox, Massachusetts; March 14: The Human Side of the Byrd Expedition, by Chief Yeoman Charles E. Lofgren, United States Navy; March 21: Australian Life and Scenery, by Professor Griffith Taylor, University of Chicago; March 28: Exploring the Jungles of Surinam, by Jean M. F. Dubois, Denver, Colorado; April 4: Alaska, by Amos O. Berg, Ottawa, Canada; April 11: Across Asia's Snows and Deserts, by William J. Morden, American Museum of Natural History, New York City; April 18: The Tale of the Ancient Whaleman, by Chester Scott Howland, Boston, Massachusetts; April 25: A Close-up of Early America, by Gilbert E. Gable, New York City.

ALABASTER TAJ MAHAL



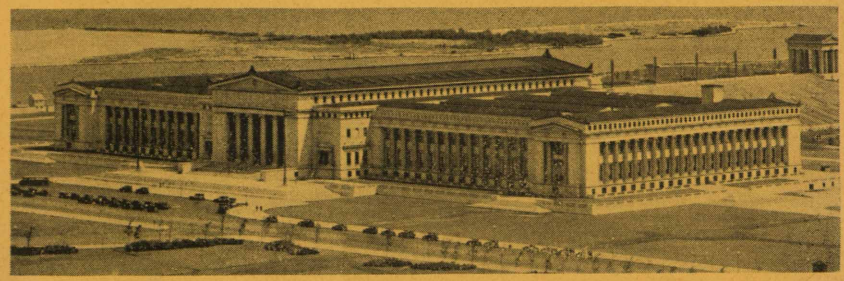
An alabaster model of the Taj Mahal, famous oriental architectural masterpiece, is on display in the Field Museum. It exquisitely reproduces the memorial built 300 years ago by Emperor Shah Jahan.

WHITE TAILED DEER



Deer alter their appearances with the seasons, and this is a photograph of the Field Museum display which shows white tailed deer in summer. Their are also exhibits of the same animals in winter, spring and fall.

THE FIELD MUSEUM FROM ABOVE



A series of free motion pictures for children and lectures for adults will be given this spring by the Field Museum of Natural History in Chicago. This vast "treasure house of knowledge" is only a few steps from the South Shore Line's 12th street station and is most easily reached by persons living in the railroad's territory.

MARCH HOCKEY

■ Ice hockey is played indoors of evenings at the Chicago Stadium, 1800 W. Madison street by two Chicago teams which are members of the leading American hockey leagues. Gates open at 7:30 p. m. The cost of seats, depending on location, varies from $1 to $3. Leave South Shore Line train at one of the loop stations and take the "L" direct to stadium.

March 1—Black Hawks vs. Ottawa.
March 3—Shamrocks vs. Minneapolis.
March 5—Black Hawks vs. New York.
March 8—Shamrocks vs. Tulsa.
March 10—Shamrocks vs. Kansas City.
March 12—Black Hawks vs. Boston.
March 15—Black Hawks vs. Toronto.
March 17—Shamrocks vs. Duluth.
March 19—Shamrocks vs. Buffalo.
March 22—Shamrocks vs. Kansas City.

PLAN ANNUAL SPRING BLOSSOM FESTIVAL

■ Extensive plans are being made in St. Joseph and Benton Harbor for the annual Blossom Festival held in those cities each spring. Last season the pageant and festival brought an estimated 75,000 persons to Michigan's twin cities. A queen, selected from representatives of more than a score of Michigan communities, presides over the exercises which are held just at the time the numerous fruit orchards of this part of the country begin to blossom.

LUNCHEON COUNTERS GIVE PROMPT SERVICE

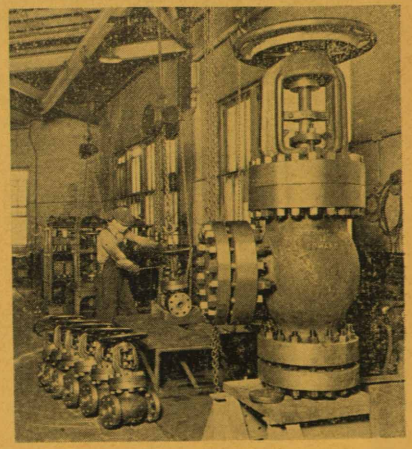
■ Reasonable charges, combined with the cleanliness and promptness of the service and the care with which the food is prepared, make the fountain lunch counters at the South Shore Line passenger stations a favorite place with patrons of the railroad. Cigars, cigarettes, candy, hot and cold sandwiches, beverages, pastries, newspapers and magazines can be had at these counters at popular prices.

EAST CHICAGO FIRM MAKES STURDY STEEL VALVES FOR INDUSTRIES

■ To most of us—if we have any notion at all of what a valve is—a valve is something on the end of a common radiator which we turn in the hope of getting either more or less heat in the room. To the engineering head of a power house, or a refinery, or some chemical concern, a valve is an indispensable item in his plant's equipment; and when he is speaking of valves, as often as not, he is speaking of the valves manufactured in the South Shore Line's territory by the Edward Valve and Manufacturing company.

This enterprising company, with its large factory on West 145th street, East Chicago, Indiana, was quick to take advantage of new developments in the industrial world, and as steam and industrial vapors and liquids were forced through pipes at higher and higher pressures, the Edward company was producing valves for their control. The company's engineers employed the newest improvements in metallurgy in the manufacture of valves, and even developed their own processes for heat treating valves.

FOUR TON VALVE



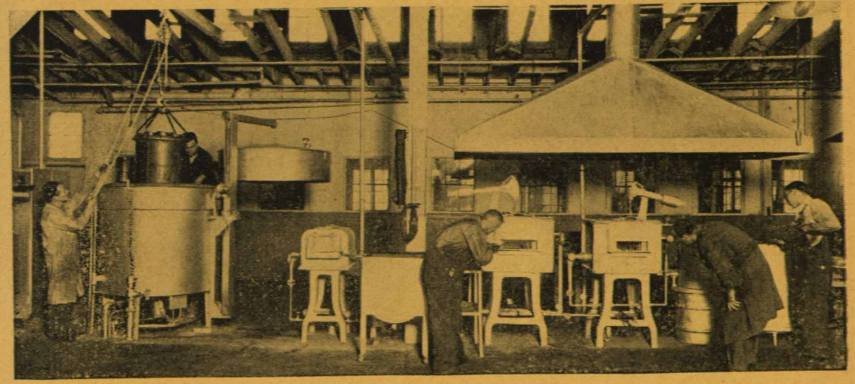
Four ton valve is shown receiving hydrostatic test before installation in a new high pressure steam electric generating station.

Steam, formerly confined under pressure of 125-pounds to the square inch, is now subject to pressures as high as 1,200-pounds in the most up-to-date electric generating stations, and Edward valves are found in power plants throughout the country. The Chicago District Electric Generating Corporation's plant at the state line in Hammond uses Edward valves. Higher pressures brought higher temperatures—750 degrees Fahrenheit and higher—and specially treated alloy steel was developed to withstand this tremendous heat.

A complete chemical, physical and metallographic laboratory is part of the Edward company's equipment. Here the company's products are subjected to searching tests to maintain unvarying adherence to established standards. The company's heat treating department, employs both manufactured gas and electricity, in the work it has to do. Recently electric furnaces were installed for the production of "Evalnite," a specially processed nitralloy which will withstand corrosion.

The company was organized in 1908 as the Edward Steam Specialty company and a few years later changed to its present name. The first unit of the company was built in East Chicago in 1914 and in the succeeding years it expanded rapidly to its present size. The entire plant is now devoted exclusively to the manufacture of valves, having discontinued other products which it formerly manufactured.

HEAT TREATING DEPARTMENT



Both gas and electricity are used extensively in the manufacture of valves. To the left is an electric furnace used in the nitriding process for treating parts of valves subject to heavy corrosion. To the right is gas-fired heat treating equipment.

WHERE PRECISION RULES

Hairbreadth accuracy must govern the manufacture of valves. This is the No. 1 machine shop with the long rows of machines served by the large traveling crane and smaller jib cranes. These skilled mechanics may be seen carefully checking each step with their micrometers.

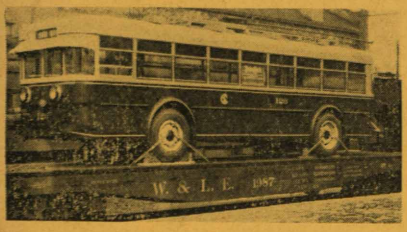
WORLD'S FAIR BUILDING WELL ADVANCED

■ Construction of buildings for the 1933 World's Fair, according to Rufus Dawes, president, has progressed further today, 30 months before the opening, than any other fair has ever been developed two years before the inaugural day. The opening of the Columbian Exposition of 1893 was but two years distant when the first building contract was awarded, he said.

COMMENDATIONS

■ From J. V. Stoeckley, graduate manager of publications at the University of Notre Dame, comes the following letter commending the service of the South Shore Line: "I am writing to add another testimonial to the excellent service that I have many times received while traveling to and fro between Chicago and South Bend. I particularly was pleased at the attention given me by the porter in charge of your club car on the ten o'clock train out of Chicago to South Bend — Mr. James Crawford, I believe he said his name was. Despite the fact that a breakdown on an air compressor made us forty minutes late in arriving at South Bend, Mr. Crawford enabled me to reach that city spic and span by making it possible for me to shave on the train. These and other niceties of conduct convince one readily that there is no reason why everyone of our weekly trips to Chicago should not be made via South Shore."

TROLLEY BUS ENROUTE



Here is a bright red trolley bus, destined for one of the new routes of the Chicago Surface Lines, as it passed through on a South Shore Line freight train. There are now 74 in operation in Chicago, and orders have just been placed for 15 more. Because of the efficiency and rapidity of its freight service, most of these are being shipped via South Shore.

ALONG THE SOUTH SHORE LINE

Fifty employes of the Northern Indiana Public Service company from Hammond were in a special party which rode the South Shore Line to and from Michigan City February 16 for the regional sales conference.

There were 846 important conventions in Chicago in 1930 as compared with 838 in 1929 and 824 in 1928. Already 157 organizations with annual convention attendance of 750,000 persons have signified their intention of meeting in Chicago in 1933.

A Sunday's outing in the dunes park at Miller was enjoyed February 15 by 50 members of the S. A. T. C. club of the Chicago Y. W. C. A. A special South Shore Line car was chartered for the occasion.

Twenty-five members of the Michigan City Business and Professional Women's club used the South Shore Line to and from Chicago February 22. The group took a trip through Chinatown in Chicago.

TO FINISH RANDOLPH ST. STATION IN NOVEMBER

■ The Illinois Central suburban station at Randolph street and Michigan avenue—Chicago terminal of the South Shore Line's passenger service—is expected to be completed by November. Randolph street is to be extended east to the lake, and elevated over the railroad yards. Piling, to support this long bridge, is now being put in place.

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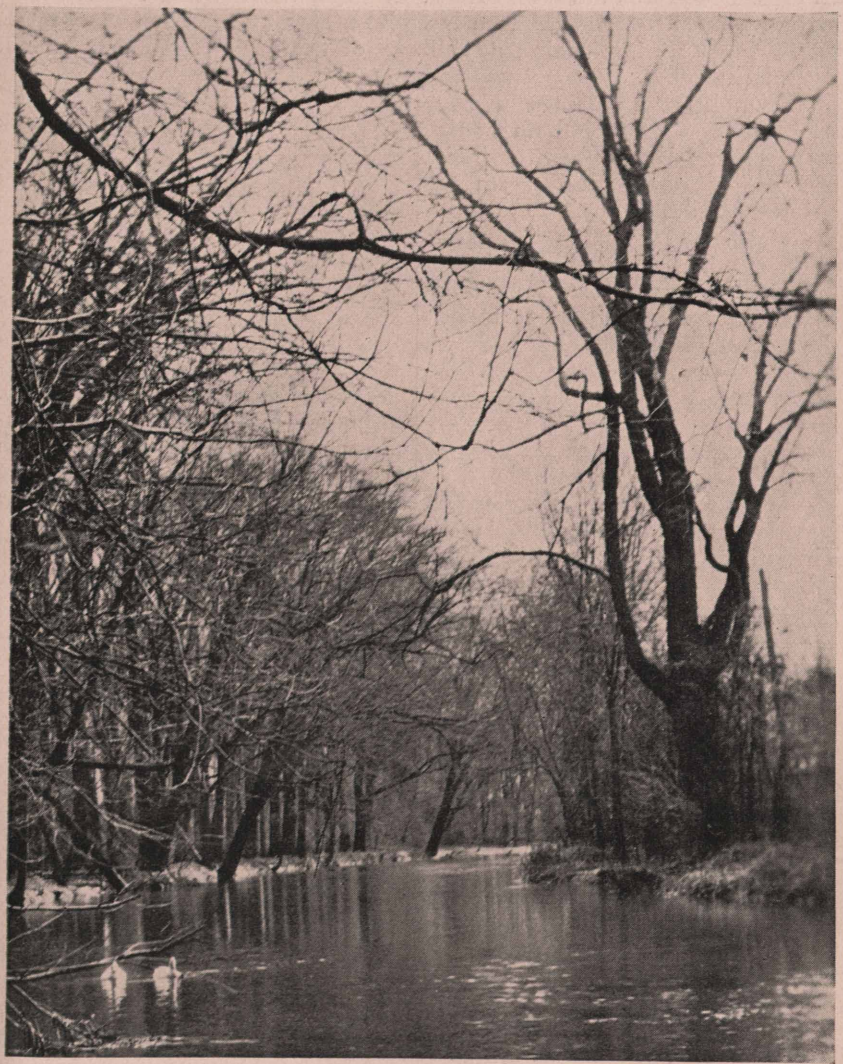
SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 6 APRIL, 1931 NO. 6



■ Indiana's duneland is never more beautiful, nor more popular with hikers and nature lovers than in the spring. While the sand hills and beaches are justly famous there are also many winding streams and wooded glades offering scenes of great charm. This is a view of the Calumet river near Baileytown, on the South Shore Line.

MAN EATING SHARKS, SEA HORSES, THRILL VISITORS TO AQUARIUM

■ Since the beginning of the year, when the exhibits of fish at the John G. Shedd Aquarium in Grant Park, Chicago, were virtually completed, many parties of school children have been making the trip through this interesting building, taking advantage of the offer to admit children free of charge.

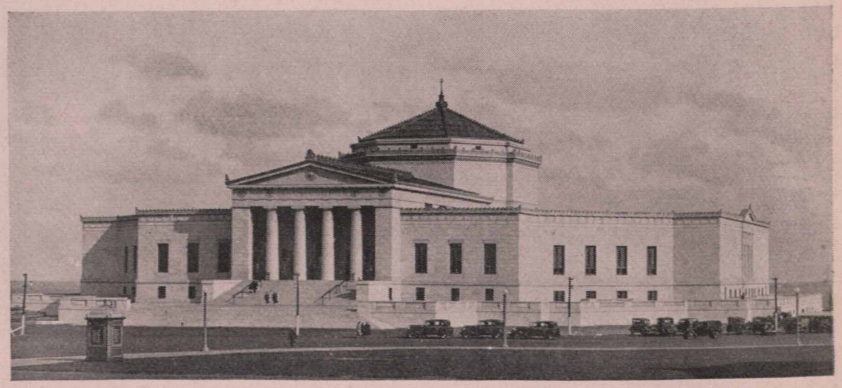
These children represent nearly all grades. Many of them come accompanied by teachers or their parents; and the adults seem to enjoy the exhibits just as much as the children. Probably the most popular gallery is that containing the live sharks. Youngsters and grownups seem content to stand there for hours watching these restless, man eating monsters swimming gracefully back and forth.

Another tank which receives a great deal of attention is the display of "sea horses." The most frequent comment heard is, "Oh! Then there really are sea horses. I had always thought they were just a myth!"

The school children who come from the territory served by the South Shore Line have no difficulty reaching the aquarium. South Shore Line trains stop at 12th street, adjoining Grant Park, and from there it is about a four-minute walk to the Aquarium.

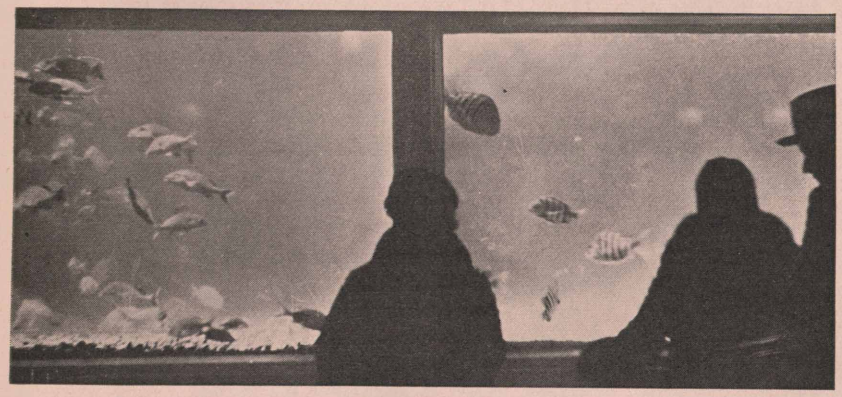
The building is octagonal in shape, its exterior of Georgia marble. It consists of a main floor, a basement, a basement mezzanine and a central tower which rises to a height of 100 feet. Only the ground floor is open to the public, however, the exhibits being so arranged that they may all be seen without climbing any stairs or retracing steps.

FINEST IN AMERICA



Only a four minutes walk from the South Shore Line's 12th street station in Chicago is the largest and finest collection of live fish in America. Open to the public daily, and free to adults on Thursdays, Saturdays and Sundays, the John G. Shedd Aquarium should be visited by every man woman and child in the railroad's territory. School children are always admitted free of charge.

EXHIBITS FASCINATE VISITORS



Fish, seemingly unaware that their every action is clearly seen by spectators, form as fascinating an object for study as can be found. The pools in which they are displayed at the Shedd Aquarium are perfectly illuminated and each is labelled for the guidance of visitors.

There are 132 permanent wall tanks lining the walls of the main exhibition halls. They vary in capacity from 375 gallons to 13,500 gallons. Special care has been taken in lighting these tanks. The skylights are so arranged that the visitor views the fish by means of reflected light. The largest tanks are 30 feet long, 10 feet wide and hold 6 feet of water. There are, in addition, 95 reserve tanks, as well as a number of portable tanks. The total capacity of all the permanent tanks in the building is about 500,000 gallons. Water is supplied from four reservoirs in the basement, the total capacity of which is 2,000,000 gallons, half of which is salt. This salt water was brought from the ocean at Key West, Florida, in railroad tank cars.

SEASONED TRAVELERS USE DELUXE TRAINS

■ The comfort of the South Shore Line's deluxe trains has made them popular with seasoned travelers who enjoy the luxuriousness of the parlor cars and the delicacies of the railroad's cuisine. Diners are on trains leaving Chicago at 8 a. m., 12 noon and 5:15 p. m.—on trains leaving South Bend at 7:04 a. m., 12 noon and 5 p. m. These trains also carry parlor cars as do the trains leaving Chicago and South Bend at 10 a. m., and 3 p. m.

CHANGE TO DAYLIGHT TIME, SUNDAY, APRIL 26

■ Trains and motor coaches of the Chicago South Shore and South Bend Railroad will be operated on Daylight Saving Time—one hour faster than Central Standard Time—beginning Sunday, April 26. The change is made by the railroad to conform with the time used in the cities which it serves. New timetables, showing a few minor changes, will become effective on that date. You may secure your copy from your ticket agent a few days in advance.

ANNUAL REPORT OF SOUTH SHORE LINE REVIEWS SUCCESSFUL YEAR

■ The Chicago South Shore and South Bend Railroad during 1930 made many additions to its facilities and effected improvements in service, according to the annual report of the company.

A total of $1,321,114.51 was spent in a construction program which included erection of a modern car shop building, extensive relaying of rail and development of a large new freight terminal. Additions were made to the rolling stock. Improvements in service included reduced running time and inauguration of direct interconnecting motor coach service.

Operating revenue of the South Shore Line in 1930 totaled $3,556,706.67, compared with $3,691,578.01 in 1929, a decrease of 3.65 per cent. Net income after deducting operating expenses, taxes, interest on funded debt and other charges was $306,740.38.

Passenger revenue in 1930 aggregated $1,856,825.45, compared with $2,026,664.71 in 1929, a decrease of 8.38 per cent. Freight revenue for the year was $1,604,402.73, compared with $1,560,940.61 in 1929, an increase of 2.78 per cent.

Revenue passengers carried last year totaled 2,991,236 compared with 3,216,424 carried in 1929, a decrease of seven per cent. Total freight handled in 1930 amounted to 2,859,538 net tons, compared with 2,597,485 net tons in 1929, an increase of 10.09 per cent.

The new car shop of the company was built in Michigan City. This building is equipped with modern facilities for overhauling cars and locomotives. The old car shop is being converted into an inspection shop.

The track relaying program carried on by the company during the year was an extensive one, 24 miles of 100 pound rail being laid on main track and sidings to replace lighter rail between Michigan City and South Bend and in Hammond and South Bend. Three and one-half miles of track were laid in Chicago avenue in East Chicago.

Four new eighty-ton locomotives were placed in service on the South Shore Line during the year, bringing the total number of locomotives of this type up to twelve, in addition to two 50-ton locomotives used for switching.

■ Development of the new freight terminal was begun by the South Shore Line in October at South Bend. It was put in operation early this year. Included in this development are six former factory buildings on a site which covers thirteen acres approximately one mile west of the main business district of South Bend. Parts of two buildings were remodeled for use as inbound and outbound freight houses. Offices for the traffic and local freight departments were established in a portion of another building. Remaining space in the building is to be remodeled for industrial and warehouse purposes.

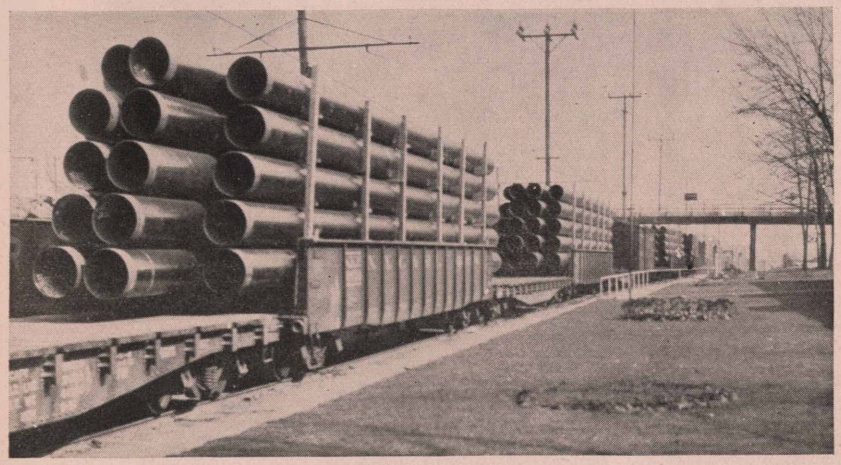
Improvement made in service during the year included the reduction of seven minutes in the running time of the Fort Dearborn Limited which operates westbound daily from South Bend to Chicago. In April the running time of this train was cut from two hours to one hour and fifty-seven minutes and in December the time was cut to one hour and fifty-three minutes. This is the train which in 1929 and again in 1930 won for the South Shore Line the Electric Traction Speed Trophy, establishing the Line as the fastest electric interurban railway in the United States and Canada. The Fort Dearborn averaged 45.6 miles an hour including seven stops to win the Trophy in 1930.

■ The company, on July 1, acquired complete control of the Shore Line Motor Coach Company, a Michigan corporation, in which it formerly had held a half interest. The name of the motor coach company was changed to the Chicago South Shore and South Bend Railroad, a Michigan corporation. Operation of through motor coach service between Benton Harbor and St. Joseph, Michigan, and Chicago was discontinued and service maintained only between Benton Harbor and Michigan City, direct connections being made by the motor coaches with South Shore Line trains at the Michigan City passenger station.

■ The Chicago South Shore and South Bend Railroad was organized in June, 1925, and on July 14 of that year bought the properties of the Chicago Lake Shore and South Bend Railway Company at a foreclosure sale. A complete rehabilitation of the properties was undertaken at once and has been carried on ever since. Up to the end of 1930 the company had spent $9,784,520.79 on this program.

Operating revenue in 1930 was 236.54 per cent greater than in 1926. Passenger revenue shows an increase of 147.40 per cent over the five year period and freight revenue has increased 543.98 per cent.

SHIP GAS LINE PIPE VIA SOUTH SHORE



Almost daily shipments of pipe have been passing over the South Shore Line recently enroute from Ohio to Iowa where the pipe will be used in laying pipelines to bring natural gas from the southern fields. Many shippers prefer to route freight via the South Shore Line because of its rapid service and the large number of railroads with which it has switching interconnections.

NOWAK MILLING CORPORATION DEVELOPS SCIENTIFIC STOCK FEED

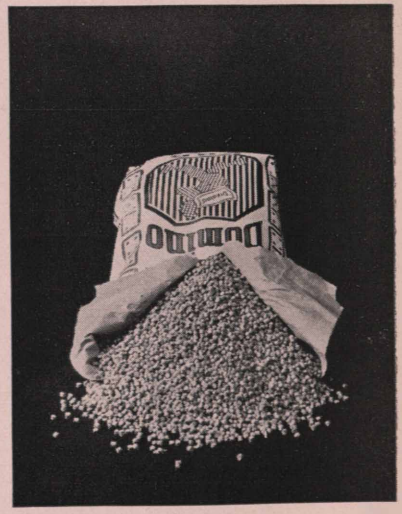
■ One industry in the territory served by the Chicago South Shore and South Bend Railroad has achieved a dominant place in its field during the last few years by introducing a new and long needed food product for poultry. The industry is the Nowak Milling Corporation of Hammond, Indiana, which has been engaged in the production of livestock feed during the last 30 years. The firm was founded in Buffalo, N. Y.. in 1898 and later moved to the Indiana city where today it occupies a seven acre tract at 150th and Calumet.

The poultry feed developed by the Nowak company is a balanced, manufactured grain called the "Pel-et." It combines the proper proportions of food in one artificially hardened and shaped pellet which provides poultry with the proper nourishment for egg laying. This company, along with many others, had been supplying stock raisers with feed for years. For chickens a balanced diet,

SEASONAL

The baby chick is prominent in the advertising of the Nowak Milling Corporation at this time of year. Poultrymen are assured that "Domino Pel-ets" will transform Easter chicks into fine fries and champion egg layers.

MANUFACTURED GRAIN

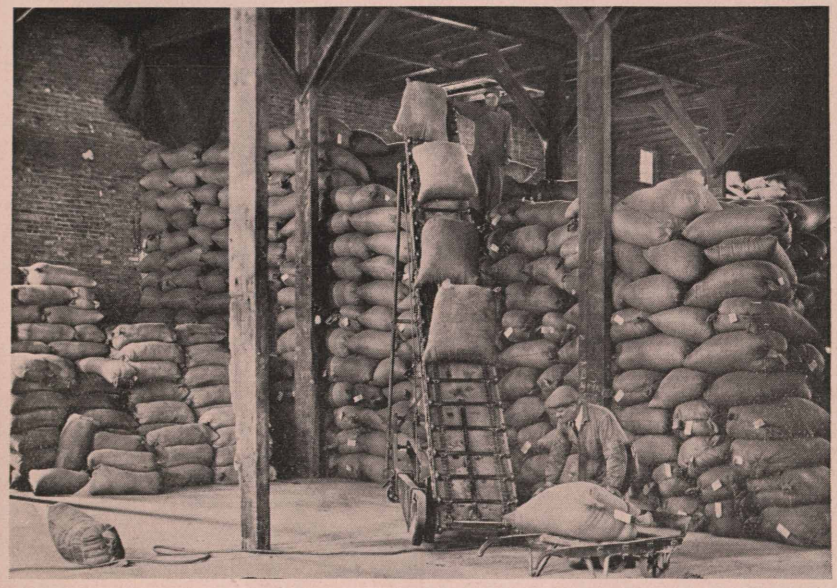


Each of these hard "Domino Pel-ets" contains a balanced diet, scientifically designed for egg production. There is no waste and the chickens cannot reject the less savory but necessary portions of the feed.

scientifically proportioned for best results in egg laying, had been provided in a mash. This had been highly successful and when fed poultry had resulted in more eggs than a steady diet of grain.

Poultry raisers found, however, that the chickens would waste a great deal of the mash. It was difficult for the chickens to pick up smaller particles in the mash and

STORING GRAIN IN THE NOWAK PLANT



Electricity is used for power at nearly every step in the production of stock feeds at the Nowak Milling Corporation's Hammond plant. An electric conveyor is being used here for storing the sacks of grain which will later go into synthetic food for scientific stock raising.

parts of it would be lost. It was also found that the mash dried out, becoming dusty and unhealthful.

As a consequence the synthetic grain was developed from the same ingredients used in the mash. Special machinery was evolved for its manufacture. It was found that by using force, without moisture, that a satisfactorily hard feed could be made. The company recommended its use to poultry raisers, advising them to give their flocks water separately and from pans. Better results were obtained and egg production increased since the chicken could not reject the less appetizing but necessary portion of the food.

The Nowak Milling Corporation's "Domino Egg Pel-ets" today are known by poultry raisers throughout the country and are one of the best sellers. The company applied the same process to the production of hog feed, rabbit feed and dog feed with equal success in these lines.

TASTY SANDWICHES SERVED IN STATIONS

■ Hot and cold sandwiches in tempting variety are served at the concession counters in South Shore Line stations at Gary, Michigan City, South Bend and Benton Harbor. Reasonable charges, combined with cleanliness and promptness of service make these fountains popular with the road's patrons. Cigars, cigarettes, candy, beverages, pastries, newspapers and magazines may be had at popular prices.

SHIPPERS APPROVE FERRY TRUCK SERVICE

■ Shippers in Chicago and South Bend have been pleased with the ferry truck service recently inaugurated between these two points by the Chicago South Shore and South Bend Railroad. Under this arrangement the ferry trucks, or tractor drawn trailers, are left with the consignor during the day for loading and then picked up by the railroad and shipped overnight. The following morning the trailers are unloaded by the railroad and delivered to the consignee.

New rates, scaled according to a basis of minimum weight per truck load, are in effect. They apply between Chicago and Clearing, Illinois, on the west, and South Bend, Mishawaka and Notre Dame, Indiana, on the east. Ferry trucks may be ordered from the Chicago (Kensington) freight station, telephone Commodore 2260; or in South Bend from the freight traffic department, phone 2-5764.

COMMENDS EMPLOYE

■ The following letter, commending an employe of the South Shore Line, has been received from Nelson T. Levings of 208 S. LaSalle street, Chicago: "This is to compliment you on having such an efficient porter in your service between South Bend and Chicago as Al Haynes. Besides being unusually industrious and courteous, he found and returned a very valuable bracelet which Mrs. Levings had lost on your train."

VISIT FIELD MUSEUM

■ Several parties of school children in cities along the South Shore Line have engaged special cars on the South Shore Line to and from 12th street, Chicago. Most of these children took trips through the Field Museum.

BLOSSOM FESTIVAL FIRST WEEK IN MAY

■ Michigan's twin cities—St. Joseph and Benton Harbor—will be the scene, May 5 to 10, of the ninth annual renewal of the Blossom Festival, which has come to rival the Mardi Gras of New Orleans and the Tournament of Roses of Pasadena, as an attraction for those who enjoy brilliant carnivals.

The event each year, coming in the spring when southwestern Michigan's many pear, plum, cherry and apple orchards are in flower, attracts in the neighborhood of 80,000 persons. Presiding over the festivities is the Blossom Queen, selected from nearly 1,000 beauties representing a score of Michigan communities. Patrons of the Chicago South Shore and South Bend Railroad may easily reach St. Joseph-Benton Harbor in the railroad's motor coaches which connect with trains at the Michigan City passenger station.

OUTDOOR CLUB

■ Fifty members of a Chicago Outdoor Club spent Sunday, March 1, roaming around the dunes at Tremont. A special South Shore Line car was chartered for the occasion.

ESTABLISHES OFFICE

■ Offices have been established at 526 Franklin street, Michigan City, by the Utility Securities Company of Chicago. George H. McCauliffe is in charge.

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 6 MAY, 1931 NO. 7

THOUSANDS TO CELEBRATE BEAUTY OF FLOWERING ORCHARD LAND

■ The beauty of Michigan's flowering orchards will be celebrated this spring by more than 80,000 persons who are now making plans to attend the ninth annual Blossom Festival in St. Joseph and Benton Harbor the week of May 4 to 10. These cities lie near the center of one of the nation's greatest fruit growing districts; and during May the nearby, gently rolling countryside is a garden of flowering peach, apple, plum, pear and cherry trees. This idyllic beauty inspired the annual blossom week celebration; and during recent years the festival has grown to rank with the Mardi Gras in New Orleans and the Tournament of Roses in Pasadena.

The high point of the week's festivities comes with the coronation of the Blossom Queen, chosen from 1,000 competing beauties representing more than a score of Michigan communities. Preliminary contests have been held in most of the larger cities of Michigan and the winner from each city will attend the coronation in St. Joseph-Benton Harbor during the carnival.

Service to the scene of the Blossom Festival is furnished by the Chicago South Shore and South Bend Railroad. Motor coaches, connecting with South Shore Line trains at the Michigan City passenger station, give frequent service to St. Joseph-Benton Harbor.

Flowering orchards and a colorful carnival do not provide the only attraction for the beauty lover who rides the South Shore Line trains and motor coaches to Michigan's twin cities. Almost equally famous are southwestern Michigan's tulip and gladioli farms which at this time of year are a riot of color. South Shore Line motor coaches travel through the heart of this land of flowers.

NEW TIMETABLES SHOW DAYLIGHT TIME

■ Trains and motor coaches of the Chicago South Shore and South Bend Railroad began operation on Daylight Saving Time, Sunday, April 26. At the same time new timetables, showing several minor changes, became effective. Departure time of three late trains out of Chicago was changed. The after-theater limited, formerly leaving Randolph street at 11:15 p. m., now leaves at 11:30 p. m.; the midnight train, formerly leaving at 12 o'clock, now leaves at 12:30 a. m.; and the limited train, formerly leaving at 2:15 a. m., now leaves at 2:30 a. m.

Dining cars and parlor cars are attached to trains out of Chicago at 8 a. m., 12 noon and 5:15 p. m., and on trains out of South Bend at 7:04 a. m., 12 noon and 5 p. m., except on Sundays when only parlor car service is furnished. Parlor cars are also carried daily on trains leaving Chicago and South Bend at 10 a. m., and 3 p. m.

BLOSSOM QUEEN'S FLOAT

The queen's float is the central attraction in the annual Blossom Festival parade through the streets of St. Joseph and Benton Harbor. Blossom week will be May 4 to 10 this year. Motor coaches, connecting with South Shore Line trains at the Michigan City station, furnish patrons of the railroad with convenient transportation to the festival.

LITTLE KNOWN LINKS HALF HOUR FROM LOOP

■ Just 35 minutes from Chicago's loop via the South Shore Line is the little known, 18-hole, Burnham Woods golf course. It is a well cared for, sporty, public fee course, extremely popular with a small group of Chicagoans who have discovered it. Although only 50 cents is charged weekdays, 75 cents Saturdays, and a dollar Sundays and holidays, the links is seldom crowded and there is never any trouble getting on.

To reach Burnham on the South Shore Line take one of the Gary trains which leave Chicago hourly on the half hour. If you plan to play several times, there are 10-ride and 25-ride tickets available at a saving. The clubhouse is a seven or eight minute walk from the station. The course may be seen from the train window as you pass through Burnham.

ADDITIONAL COACH SERVICE STARTS MAY 30

■ Increased service via rail and motor coach between Chicago and St. Joseph-Benton Harbor will be inaugurated Memorial Day, May 30. An early morning coach will leave Benton Harbor station at 6:10 a. m., Daylight Saving Time, connecting at Michigan City with the extra - fast Ft. Dearborn Limited which arrives in downtown Chicago at 8:57 a. m. A second coach, to be added May 30, will meet the 9 a. m. train out of Chicago and arrive in Benton Harbor at 11:55 a. m.

LAUD DOOR TO DOOR FREIGHT SERVICE

■ Shippers in Chicago and South Bend have been pleased with the ferry truck service recently inaugurated between these two points by the Chicago South Shore and South Bend Railroad. Under this arrangement the ferry trucks, or tractor drawn trailers, are left with the consignor during the day for loading and then picked up by the railroad and shipped overnight. The following morning the trailers are unloaded by the railroad and delivered to the consignee.

New rates, scaled according to a basis of minimum weight per truck load, are in effect. They apply between Chicago and Clearing, Illinois, on the west, and South Bend, Mishawaka and Notre Dame, Indiana, on the east. Ferry trucks may be ordered from the Chicago (Kensington) freight station, telephone Commodore 2260; or in South Bend from the freight traffic department, phone 2-5764.

TRAINS ARE HALTED AS TRIBUTE TO ROCKNE

■ As a mark of respect for the great athletic leader, trains and motor coaches of the Chicago South Shore and South Bend Railroad stood motionless for one minute Saturday afternoon, April 4, as funeral services were held for Knute K. Rockne, famous University of Notre Dame football coach. He was frequently a passenger on South Shore Line trains and a friend of many of the railroad's employes.

Last fall the South Shore Line personnel was thrilled and flattered by a widely quoted remark made by Coach Rockne during his trip with his team to the west coast. He was persistently being asked to make speeches at one place or another, and he said: "I'll speak on the South Shore system —every hour on the hour. I'll do anything they want me to as long as they leave the team alone."

DINING CAR PATRONS PLEASE NOTE

Under Daylight Saving Time schedules, adopted April 26, dining cars and parlor cars are carried on trains out of Chicago at 8 a. m., 12 noon and 5:15 p. m., and on trains out of South Bend at 7:04 a. m., 12 noon and 5 p. m., daily except Sundays, when only parlor car service is furnished. Parlor cars also attached daily to trains out of Chicago and South Bend at 10 a. m., and 3 p. m.

COMMENCEMENT AT NOTRE DAME, JUNE 5, 6, 7

■ Commencement exercises at the University of Notre Dame will be held June 5, 6 and 7, this year. Large delegations are expected to attend the regular class reunions and a special effort will be made to have a large representation of Notre Dame's sons who are now active in the legal profession.

ADMIRAL BYRD USES SOUTH SHORE LINE

■ Rear Admiral Richard Byrd, famed polar explorer and trans-Atlantic flyer, was a patron of the South Shore Line last month. He used the railroad to Chicago from South Bend where he had filled a series of speaking engagements.

SOUTH SHORE TERRITORY BOASTS MANY SPLENDID HOME SITES

■ Whether you plan to rent, buy or build your summer home this season, you are certain to find something suited to your taste and purse in the offerings of the many reputable real estate dealers and subdividers who specialize in property along the South Shore Line. Charming places are listed—in the sand dunes, on the Lake Michigan shore, back in the woods, near a stream or at the side of a small inland lake—all within an hour or two of Chicago.

The Chicago Traffic Department of the South Shore Line at 72 W. Adams, phone State 0517, is affiliated with the Chicago Outing and Recreation Bureau and Own Your Own Home Bureau, and will gladly assist you in finding what you want. Among the splendid properties served by the trains and motor coaches of the railroad a few are listed below. It is no trouble for the head of the family to commute daily as far as 50 or 60 miles, because of the rapid service of the South Shore Line.

Near Gary and Miller, Indiana, are duneland properties such as Dunes Acres and Ogden Dunes, and the subdivisions, Aetna, Inland Manor, Grand Boulevard and Hyde Park. Near the Dunes State Park are Beverly Shores, The Pines and Lake Shore.

On the shore of Lake Michigan, near Michigan City, are Long Beach, Sheridan Beach, Duneland Beach, Michiana Shores and Grand Beach. On the South Shore Line, between Michigan City and South Bend are two popular inland lakes, Hudson Lake, with the Hudson Lake Beach development, and Sagunay Lake with Beach Villa.

Desirable homesites abound along the Southwestern Michigan lake shore, served by the railroad's motor coaches. On north from New Buffalo come Union Pier, Lakeside, and Wilson Woods, populous Lake Michigan resorts. Newer developments include Bethany Hills, Weko Beach, Breeze Knoll. Then there are Sawyer Highlands, Wildwood, Revere, Marquette Woods and Shoreham Village, properties sure to offer something to please the homeseeker.

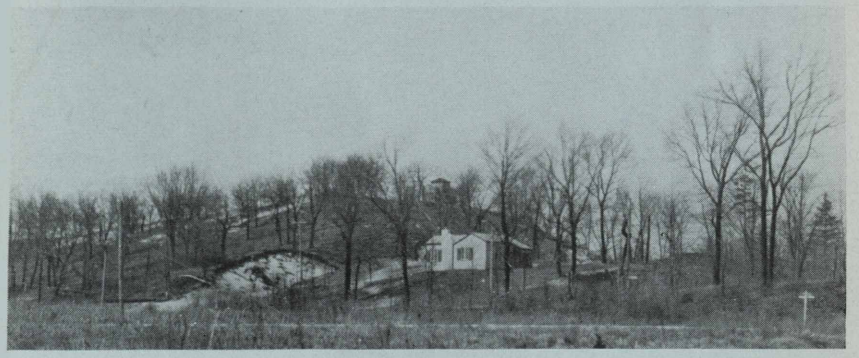
LIGHT LUNCHES SERVED AT STATION COUNTERS

■ Candy, cigars, cigarettes, newspapers, magazines and playing cards, as well as fountain drinks, pastries, hot and cold sandwiches and light lunches may be had at concession counters maintained by the South Shore Line in its stations at Gary, Michigan City, South Bend and Benton Harbor. Prompt service and reasonable prices prevail.

AD MEN TO MEET

■ The annual convention of the Public Utility Advertising Association will be held in New York, June 14 to 16, at which time prizes will be awarded for the best advertisements. At last year's convention the Chicago South Shore and South Bend Railroad won first prize in the electric railway division.

GAY COTTAGES ALONG LAKESHORE



Each year hundreds invest in Indiana real estate, made valuable because of the rapid transportation to Chicago furnished by the South Shore Line. Here are two newly built dunes homes on sandy hills overlooking Lake Michigan.

DINER, PARLOR CAR RIDERS INCREASE

■ A comparison of figures for the last two years shows that there has been an increase in the number of persons availing themselves of the deluxe services of the South Shore Line trains. During the year 1929, 25,908 persons took meals on trains and in 1930, 26,064 were served, an increase for the year of 156. Parlor car passengers numbered 22,438 in 1929 as compared with 31,203 in 1930, an increase of 8,765.

COMMISSARY IS MOVED TO MICHIGAN CITY

■ J. G. Wallace, formerly in charge of purchases for the commissary and concessions of the South Shore Line, North Shore Line, Shore Line Motor Coach Company and Gary Railways, was appointed manager of the commissary and dining cars of the Chicago South Shore and South Bend Railroad, April 1. He has moved his offices from 72 W. Adams street, Chicago, to the second floor of the Michigan City passenger station.

The basement of the station has been remodeled for use as the commissary storeroom. Walls have been sealed, a new forced draught ventilating system installed, refrigerators have been built in and a freight elevator added for handling supplies.

Cubs at Wrigley Field

May 4, 5, 6, 7	Cincinnati
May 23, 24, 25	Pittsburgh
May 31	Pittsburgh
June 2, 3, 4, 5	Brooklyn

Sox at Comiskey Park

April 30	St. Louis
May 1, 2, 3	St. Louis
May 8, 9, 10, 11	New York
May 12, 13, 14	Philadelphia
May 15, 16, 17, 18	Boston
May 19, 20, 21	Washington
May 26, 27, 28	Detroit
May 29, 30, 31	St. Louis

ADLER PLANETARIUM UNFOLDS DRAMA OF THE HEAVENS

■ For the young person or the grown-up, interested in studying the stars, there is a better opportunity in Chicago today to learn something of the workings of the universe in a few minutes than there has ever been at any place any time in the history of the world. This is the judgment of persons who have visited the Adler Planetarium in Grant Park, a ten minute walk across the park from the South Shore Line's 12th street station.

This domed, granite building houses an interesting collection of telescopes, calendars, clocks, globes and other paraphernalia of astronomy. But the chief item of interest is the planetarium apparatus, in the center of the domed lecture hall. This device is controlled by a member of the staff who lectures while it is in operation.

In silhouette around the circular room is painted a miniature skyline of Chicago. The domed ceiling is painted to represent a cloudless blue sky. The planetarium apparatus, composed of hundreds of tiny searchlights and operated by electricity, throws the stars, moon and sun on the ceiling.

"The lecturer," according to an article in Chicago Commerce, "makes his introductory remarks in the light of day, his audience seated in a circle around him. Then gradually the light wanes, the 'sun' sets and over the dome creeps the deep blue of advancing night. Finally there is only blackness and a pleasant voice.

"Suddenly you will see the bright galaxy of stars and the milky way just as you would see them in the rarified atmosphere of the mountain regions. But these celestial bodies are not stationary. They are moving from east to west. Then from the eastern horizon comes a soft glow. Dawn! The sunrise! The day waxes and wanes and the sun sinks behind the tall towers of Chicago's skyline.

"In less than five minutes you will have witnessed the passage of a day and a night! Again twilight fades. The same stars will twinkle down upon you. But a crescent moon will be sinking toward the west. The night will pass—another dawn — another sunrise — Mercury and Venus will circle the sun like moths about a flame. Another day will be gone!

"You may see the Polar sky or the Antarctic sky as Richard E. Byrd saw it. You may see the planets and constellations as they will appear six years from now. And all this magic will be performed within an hour as you sit comfortably in your arm-chair."

The Planetarium schedule is as follows: Ten a. m. to 10 p. m., Monday, Tuesday, Thursday and Friday. Admission 25 cents. Lectures: 11 a. m. and 3, 8, 9 p. m.

Ten a. m. to 5 p. m. Wednesday and Saturday. Admission free. Lectures: 11 a. m. and 3 p. m.

Two p. m. to 5 p. m. Sunday. Admission free. Lectures: 3 and 4 p. m.

SPECIAL TO SOUTH BEND

■ More than 125 employes of the Northern Indiana Public Service Company used the South Shore Line to South Bend, April 14, to attend an employe conference.

HAMMOND TOY FACTORY TURNS OUT VELOCIPEDES, SCOOTERS

■ There are fads and fancies in toys, just as there are in bathing suits or lamp-shades, says President B. J. Anderson of the Junior Toy Company, Hammond. "Take this miniature golf outfit we have been making for the youngsters," says Mr. Anderson. "Two or three years ago, before the Tom Thumb courses got their start, there wasn't any more demand for toy golf courses than there is today for sleeves in bathing suits. But right now, this Tiny Tom set of ours, which we make up in four-hole and nine-hole boxes, is one of our best sellers. Next year it will probably be something else."

One of the products of this thriving firm, however—the velocipede—continues year in and year out, to be a staple toy. Along with it, the scooter and the hand-car, are made in a bewildering number of models, colors and styles, in this plant which is on the eastern outskirts of Hammond at 5043 Columbia avenue.

Velocipedes, or more familiarly, "tri-cycles," are produced with wire wheels and disc wheels; the frames are riveted or tubular; sizes and colors vary from 4-inch wheels to 16-inch wheels, and from ivory to jade green. The scooters, wagons and hand-cars are made in equal variety.

The plant occupies 25,000 square feet of floor space and employs from 50 to 75 men. The Junior company has been in its present location for the last four years. Other officers beside President Anderson are vice president, H. D. Murphy, secretary, William J. Volk and treasurer, E. A. Anderson.

JUNIOR TOY PRODUCT

Here's one of the models the youngsters are driving these days. A full line of scooters, hand-cars and velocipedes are turned out by the Hammond company.

MINIATURE GOLF SET

A miniature golf set for children has proved a good seller for the Junior Toy Company of Hammond.

BOTANISTS AT DUNES

■ A dozen members of the Northwestern University department of Botany spent Saturday, April 18, in the Dunes. Botanists declare a greater variety of plants have been found in the Dunes district than in any other part of the middle west, and the territory has long been a favorite with students.

NEW GOLF LINKS

The 18-hole Beverly Shores course, just opened, has a handsome Spanish clubhouse. The links is open to the public and less than 500 feet from the South Shore Line station.

GOLF COURSE OPENS AT BEVERLY SHORES

■ With the opening of the 18-hole Beverly Shores club this season, golfers living in territory served by the South Shore Line have a splendid new course awaiting their play. The links was laid out nearly two years ago and has had a thorough seasoning. It is of full championship caliber, length 6574 yards, par 71. It boasts ten water holes and is classed as "sporty."

The clubhouse, which is of Spanish type architecture, is just across the Dunes highway from the South Shore Line and may be seen from the Beverly Shores station. The course is open to the public. Green fees are $1 weekdays, $2 Sundays and holidays. There is a fine beach at Beverly Shores, about one-half mile from the clubhouse, offering a pleasant diversion after a round of golf.

Via South Shore Line the course is eight minutes from Michigan City, 21 minutes from Gary, 43 minutes from Hammond, 56 minutes from South Bend, 61 minutes from 63rd street and 75 minutes from downtown Chicago.

MICHIGAN CITY TO HAVE DUNHAM OFFICES

■ Main offices of the C. A. Dunham company, manufacturers of heating appliances, will be moved from Marshalltown, Iowa, to Michigan City soon. A branch factory was established in Michigan City in 1928, and a new plant built in 1929. The transfer will also bring the designing department to the Indiana city.

MOVES OFFICES

■ H. F. Kirk, purchasing agent of the Chicago South Shore and South Bend Railroad, has moved his offices from 72 West Adams street, Chicago, to the general offices at Michigan City.

Sample Menu

Crabmeat Cocktail

Spring Vegetable Soup

Green Olives

Baked Lake Trout, Spanish Sauce
Cold Boiled Ham, Potato Salad
Individual Boneless Chicken Pie
Broiled South Shore Sirloin Steak

Saute Potatoes
New Asparagus in Cream

Sliced Cucumbers, French Dressing
Old-Fashioned Strawberry Shortcake
Fresh Rhubarb Pie
Ice Cream with Wafers
Imperial Cheese, Saltine Wafers

Hot Tea Biscuits

Coffee Iced Tea Milk

$1.50 Per Person
Dining Car Service

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 6 JUNE, 1931 NO. 8

SOUTH SHORE LINE EMPLOYES SELL MIDLAND UNITED STOCK ISSUE

■ Employes of the Chicago South Shore and South Bend Railroad are now engaged in a campaign to sell common stock of the Midland United Company. This company is the investment or holding company which controls the South Shore Line, the Northern Indiana Public Service Company and a number of other important utility properties operating chiefly in Indiana.

South Shore Line employes are authorized to offer these securities to the public either for cash or on a payment plan, the price to be governed by the current market. The stock is listed on the Chicago Stock Exchange and is now quoted around $19 per share. The installment plan provides for a down payment of $5 per share and the balance at $2 a month. Six per cent interest is paid on payments and the common stock itself is on a six per cent dividend basis, dividends being payable in common stock.

The stock sale is also being participated in by employes of the Midland United Company and all its other subsidiaries as well as employes of the Commonwealth Edison Company, The Peoples Light and Coke Company and other affiliated companies. The campaign is being conducted at this time to expedite the financing of a wide expansion program which the Midland United Company is carrying on this year. This program includes numerous construction projects which will add to electric, gas and transportation facilities, and also includes the acquisition of important operating companies.

Operation of one of these, the Gary, Heat, Light & Water Company, under control of the Midland United Company, began May 9. This company supplies electric light and power, gas and water service in Gary, a city of 100,000.

The Midland United Company has contracted to purchase first mortgage bonds of the Terre Haute, Indianapolis and Eastern Traction Company, ownership of which will bring control of the Terre Haute Traction and Light Company. This company supplies electric light and power and street railway service to Terre Haute, a city of 62,800, and environs.

■ Subsidiaries now serve 820 communities in Indiana, Ohio and Michigan with a total population of 1,711,446. In addition interurban lines of subsidiaries have terminals in Chicago, Indianapolis and Louisville, providing regular service to a population of 4,048,344.

Among important industrial and residential communities supplied with both electric and gas service are Fort Wayne, Hammond, East Chicago, Whiting, Kokomo, Lafayette, Valparaiso, Michigan City, New Albany, Jeffersonville, Bedford, Bloomington, Goshen, Huntington, Newcastle, Columbus, Wabash and

Shelbyville, Indiana. Electric service is furnished in Vincennes, Clinton, Connersville and Princeton, Indiana. Gas service is furnished in South Bend, Mishawaka, Elkhart, Peru, Logansport, Crawfordsville and Frankfort, Indiana, and in Lima, Ohio.

Three other important electric railway systems are operated besides the South Shore Line. One radiates from Fort Wayne; one connects Indianapolis and Louisville; and one connects Indianapolis with Anderson, Kokomo, Peru, Marion, Muncie, Newcastle and Bluffton.

During 1930, 53.26 per cent of the gross revenues of subsidiary companies was derived from the sale of electricity; 21.70 per cent from the sale of gas; 19.20 per cent from the furnishing of electric interurban and city railway service; and 5.84 per cent from other services.

EXTRA WEEK END SERVICE STARTS JUNE 27

■ Extra train service over week-ends will be furnished by the South Shore Line between Gary and Michigan City starting June 27 and continuing until September 7. Revised timetables showing these summer trains may be had from your ticket agent a few days before the change is made.

Each Saturday from June 27 to September 5 trains out of Chicago at 1:30, 2:30 and 3:30 p. m., which ordinarily operate only as far as Gary, will continue to Michigan City.

Similarly on Sundays during the period between June 28 and September 7, trains out of Chicago at 8:30, 9:30 and 10:30 a. m., will continue to Michigan City.

Returning, Sundays, extra trains to Chicago will leave Michigan City at 6:05, 7:05 and 8:05 p. m.

LIGHT AND SHADOW

Indiana's famous duneland with its miles of beautiful beaches and sand hills is never more inviting than under the warm summer sun. Here is a wooded spot where the encroaching sands have blotted out the undergrowth. The scene is near Tremont station, served hourly by South Shore Line trains.

START WORK ON DUNES HOTEL

■ Construction of a 52-room hotel has been started in the Indiana Dunes State Park near Tremont by the State Department of Conservation. The structure will cost approximately $50,000 and is scheduled for completion before the middle of July.

Original plans for the building have been changed. Two designs submitted by John Lloyd Wright, well-known architect, were considered. One followed the pueblo style of architecture with the hotel on a dunes hillside. The second, which has been adopted, shows oriental influence and will resemble a pagoda.

There will be 44 guest rooms in the structure and a lobby and other quarters making a total of 52. Built on concrete pillars, the space underneath will provide a playground for children.

PLANETARIUM CHANGES VISITING HOURS

■ Announcement of a change in visiting hours at the Adler Planetarium, Grant Park, Chicago, was made too late for publication in last month's South Shore Lines. The Planetarium, which houses the fascinating electrical machinery which reproduces the heavens in miniature on the domed ceiling of the lecture hall, is a few minutes walk across the park from the South Shore Line's 12th street station.

The new schedule: Open 10 a. m. to 5 p. m., Monday, Wednesday, Thursday and Saturday — open 10 a. m. to 9 p. m., Tuesday and Friday—open 2 p. m. to 5 p. m., Sunday.

Cubs at Wrigley Field

May 31	Pittsburgh
June 2, 3, 4, 5	Brooklyn
June 6, 7, 8, 9	New York
June 10, 11, 12, 13	Philadelphia
June 14, 15, 16	Boston
July 4 (a. m. and p. m.)	Cincinnati

Sox at Comiskey Park

June 19, 20, 21, 22	Philadelphia
June 23, 24, 25	New York
June 26, 27, 28, 29	Washington
June 30	Boston
July 1, 2	Boston

Lectures: 11 a. m. and 3 p. m., Monday, Wednesday, Thursday and Saturday,—lectures: 11 a. m., 3 and 8 p. m., Tuesday and Friday—lectures: 3 and 4 p. m., Sunday.

Admission is always free mornings to school children. Admission is free to all, Wednesday, Saturday and Sunday. Other days 25 cents is charged.

ADD TWO MOTOR COACH RUNS MEMORIAL DAY

■ Increased service via rail and motor coach between Chicago and St. Joseph-Benton Harbor was inaugurated Memorial Day, May 30. An early morning coach now leaves Benton Harbor station at 6:10 a. m., Daylight Saving Time, connecting at Michigan City with the extra - fast Ft. Dearborn Limited which arrives in downtown Chicago at 8:57 a. m. A northbound coach now meets the 9 a. m. train out of Chicago and arrives in Benton Harbor at 11:55 a. m.

COMPLETE THIRD FAIR BUILDING

■ Communities in the territory served by the Chicago South Shore and South Bend Railroad are in a peculiarly advantageous position to benefit from Chicago's 1933 World's Fair which is due to open two years from this June. It is estimated there will be a minimum of 75 million visitors and of this number it is expected a majority will pass through northern Indiana. Many will take lodgings in this territory, availing themselves of the South Shore Line's service direct to the grounds.

Plans, which have been in the making for three years, are now beginning to mature. Already three of the buildings for the Century of Progress, as the exposition will be called, have been built. These are the Administration, the replica of Fort Dearborn and the Travel and Transportation building. A fourth, the Paul Cret group to house the basic and medical sciences, is to be started within a few days.

The Travel and Transportation building, which may be seen from the South Shore Line, is the modernistic structure at 33rd street and the Lake. It presents the first of several architectural innovations promised by the fair board. The roof of the circular portion of the building is held by steel cables which are anchored several feet from the base.

PLAN FOR 75 MILLION VISITORS

South Shore Line patrons may also catch a fleeting glimpse of the Fort Dearborn replica. It is directly on the lake shore at 21st street and is east of the Illinois Central roundhouse which partly hides it from passengers. The fort is built of logs and was made from plans of the original fort still preserved in War Department files.

The Administration building, also of modern architecture, is the light green structure south east of the Field Museum. It is not visible from the trains, being hidden by the embankment at Twelfth street.

The Fair will begin at Grant park, where the new south park improvements—columns, esplanades, courts and bridges—give Chicago's front door a Parisian atmosphere already. It will extend southward along the land east of the South Shore Line for 3½ miles, not a crowded affair, but structures of quality and thoughtful significance.

■ An immense start is already at hand in the Field museum, the Adler planetarium, and the Shedd aquarium, at the northern gateway. In back of these will bloom a field of goldenrod, from which, in the nearby agricultural science building, Henry Ford and Thomas Edison will exhibit their new method of making rubber. Below is a panorama of the grounds from 40th St. to the Loop, showing tracks used by the South Shore Line.

PLUMBING SUPPLY MEN FORESEE GREAT FUTURE FOR CALUMET

■ Northern Indiana's many factories and industries, with their thousands of employes, and the splendid business future of the Calumet industry were prime reasons for the establishment of a Hammond branch of the Inland Supply Company according to M. F. Davis, manager. This concern, wholesalers of plumbing and heating supplies and industrial and factory plumbing equipment, has its home office in Chicago at 4630 Augusta street. Besides the Hammond branch, which is located at 290 Indiana avenue, there are branches in Joliet, Elgin, Evanston, Danville and Champaign, Illinois.

"The many factories," says Mr. Davis, "and industries of northern Indiana, especially those centered in the Calumet district, seem to offer almost limitless possibilities for forward looking dealers in building supplies. It is inevitable from past experiences that this district will continue to grow, attracting more residents and attracting more industries and businesses. This growth will not only have a bearing on our business, but on all lines of business and the forward looking concerns will all be represented in this territory within the next few years. As each new industry comes in it will bring with it population increases which are bound to help the building trades."

The Inland Supply Company, which was first organized in Danville, Illinois, in 1911, moved its head offices to Chicago ten years later in 1921. More than 150 persons are employed in all the branches and a great number of the employes are active in the ownership and control of the company.

It is the firm's policy to deal in nationally advertised lines of plumbing, heating and factory supplies. Included among those handled are American Radiator products, Kohler plumbing fixtures and brass goods, Church seats, Kewanee boilers, Walworth fittings and Crane fittings.

The Inland Supply Company has also affiliated itself with plumbing wholesale concerns in Springfield, Peoria, St. Louis

A model bathroom display with fixtures handled by the Inland Supply Company is shown at the right. A modern lighting installation, including special illumination for the shower, is featured.

Model Inland bathroom display.

THIS MAY BE ROYAL ROAD TO MUSIC HONORS

■ There may not be any one royal road to success in Indiana state high school orchestra and band contests—but if there is, it probably is the South Shore Line.

The Michigan City High School orchestra, which won first place in Class A competition in LaFayette May 1, traveled to and from the contest in two chartered South Shore Line motor coaches.

Last year the band from the Hammond High School won first in the Class A contest at Elkhart, and Emerson High of Gary won second. Both used the South Shore Line enroute to and from the contest.

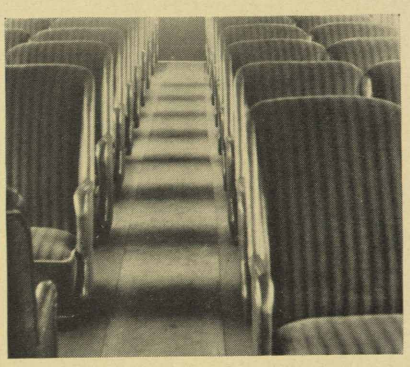
Two years ago Emerson's band won first in the state and a special Pullman train was arranged for by the South Shore Line to carry the bandsmen to the national contest at Denver.

FERRY TRUCK SERVICE GROWS

■ A steady growth has been reported in the volume of freight handled between Chicago and South Bend under the new ferry truck service introduced a few months ago by the South Shore Line. Under this arrangement ferry trucks (tractor drawn trailers) are left with the shipper during the day for loading, and then picked up by the railroad and shipped on special flatcars over night. The following morning the trailers are delivered to the consignee by the railroad.

Rates, scaled according to a basis of minimum weight per truck load, are in effect. They apply between Chicago and Clearing, Illinois, on the west, and South Bend, Mishawaka and Notre Dame, Indiana, on the east. Ferry trucks may be ordered from the Chicago (Kensington) freight station, telephone Commodore 2260; or in South Bend from the freight traffic department, phone 2-5764.

NEW SEATS



Modern "bucket type" seats are replacing plush seats in six passenger cars at the rate of one to two a month. Fifty South Shore Line cars will then have these extremely comfortable seats.

PLEASANT DIVERSION

■ A pleasant summer diversion, which takes only an hour or so, is offered South Shore Line passengers who will leave the trains at 63rd street, stroll through Jackson Park to the boat dock, and board the steamer which makes regular trips to the Municipal Pier (Navy Pier) just north of the mouth of the Chicago river.

HORSE RACING

■ Washington Park Race Track opened for the season May 25. It is easily accessible to South Shore Line patrons who may change at Kensington to Illinois Central trains direct to the track. The American Derby, Chicago classic, will be run June 20, featuring many of the three year olds which ran in the Kentucky Derby.

LUNCHES, SOFT DRINKS SERVED IN STATIONS

■ Candy, cigars, cigarettes, newspapers, magazines and playing cards, as well as fountain drinks, pastries, hot and cold sandwiches and light lunches may be had at concession counters maintained by the South Shore Line in its stations at Gary, Michigan City, South Bend and Benton Harbor. Prompt service and reasonable prices prevail.

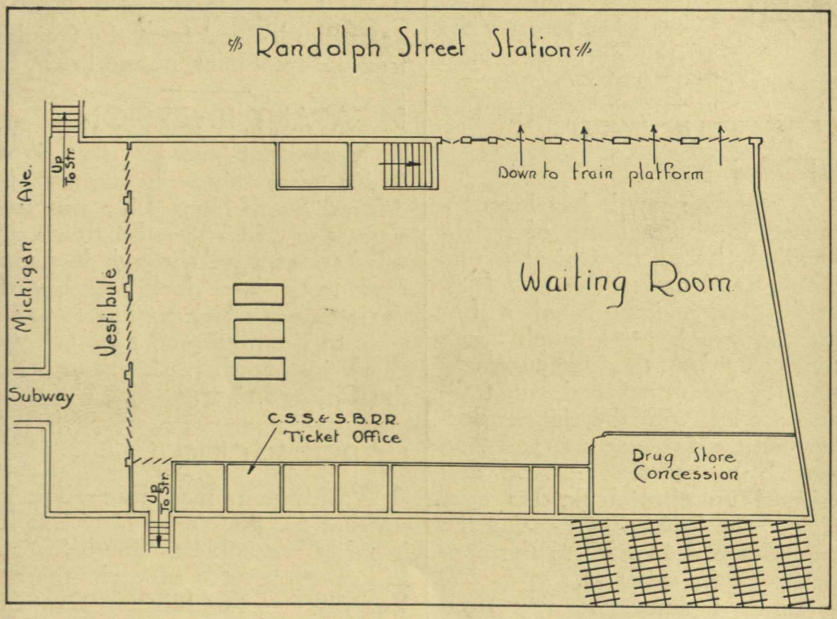
SUMMER OPERA

■ The summer opera season opens at Ravinia June 20. The varied repertoire this year features the first Chicago performance of Deems Taylor's Peter Ibbetson, Bori singing. There will be a revival of William Tell and the American premiere of La Basoche. To reach Ravinia take the South Shore Line to Randolph street, walk one block west to the elevated, taking a North Shore train direct.

NAT'L INTERCOLLEGIATE

■ The National Intercollegiate Track meet at Stagg Field, University of Chicago, which each year attracts leading college athletes throughout the country, will be held June 12 and 13. Leave the South Shore Line at 63rd street. Walk four blocks west, five north to Stagg Field.

NEW RANDOLPH STREET STATION



This is the floor plan of the new Illinois Central suburban station at Michigan avenue and Randolph street, Chicago, expected to be ready for use November 1. South Shore Line and I. C. suburban trains will pass below; and automobiles using the new Randolph street viaduct will pass above. The pedestrian subway under Michigan avenue will lead directly to this floor. South Shore trains will be reached by descending stairs just north of swinging doors leading from the waiting room.

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 6 JULY, 1931 NO. 9

OPERATE EVERY TWO HOURS TO SOUTHWESTERN MICHIGAN

Summer schedules featuring service every two hours during the day via rail and motor coach between downtown Chicago and Southwestern Michigan resorts became effective on the South Shore Line June 27 to remain in force during the vacation season.

South Shore Line trains leaving the Randolph street Illinois Central suburban station at 5, 7, 9 and 11 a. m., and 1, 3, 5:15 and p. m., make direct connections at Michigan City station with motor coaches serving lakeside resorts to St. Joseph-Benton Harbor. The new U. S. Highway No. 12 is used by coaches except through Wilson Woods, Lakeside and Union Pier. On Saturday afternoons through service from Chicago to St. Joseph-Benton Harbor is furnished every hour.

Southbound out of Benton Harbor, motor coaches leave the South Shore Line station, Main and Wall streets, at 6:10 a. m., and every two hours thereafter until the last coach at 8:10 p. m. Coaches leave the St. Joseph station, Carlton-Walters store, seven minutes later. All make direct connections at Michigan City with South Shore Line trains for downtown Chicago. On Sunday afternoons service out of Benton Harbor is furnished every hour at 10 minutes past the hour.

Special low round trip fares from Chicago to points in Southwestern Michigan between Michigan City and Benton Harbor are also in effect. South Shore Line trains enter and leave Chicago over the tracks of the Illinois Central electrified suburban system between Randolph street and Kensington.

The change at Michigan City to the motor coaches is made with the minimum of inconvenience.

ROUND TRIP RATES TO MICHIGAN RESORTS

Low round trip fares from Chicago to lakeside resorts in Southwestern Michigan are now in effect. Ask your agent about the 30-day excursion rates to Grand Beach, New Buffalo, Union Pier, Lakeside, Harbert, Sawyer Highlands, Bridgman, Stevensville, St. Joseph and Benton Harbor. The round trip from Chicago to St. Joseph-Benton Harbor, for instance, is only $4.75. There are also attractive rates for the frequent passenger who can use a 25-ride book.

SOUTH BEND EXCURSIONS

Low round-trip excursion tickets to Chicago are on sale each week end in South Bend. Purchasers are entitled to take trains for Chicago any time after noon Friday and return anytime up to midnight Monday.

STATE HOTEL NEARS COMPLETION

■ Another of the state of Indiana's famous string of hotels will be open to the public sometime next month when the lakeside hotel being erected in the Dunes State Park by the department of conservation is completed. Each of these hotels is in a state preserve and each is famous for the food served and the reasonable prices charged.

The structure will cost approximately $50,000 and will have 44 guest rooms and a lobby and other quarters making a total of 52. It is unique in design, John Lloyd Wright, of Long Beach, architect and son of the famous Frank Lloyd Wright, drafted the plans. The hotel is 26 by 168 feet feet in size, fronting on Lake Michigan just west of the bathing pavilion, with two floors of rooms, separated by a long corridor down the center, thus providing fresh air for each room. The building is being set on posts eight feet above the ground. Material used in the construction consists of stucco over metal lath with concrete floors and other fireproof equipment.

South Shore Line trains furnish hourly service to the dunes park station at Tremont, weekdays and during the summer more frequent service over week ends.

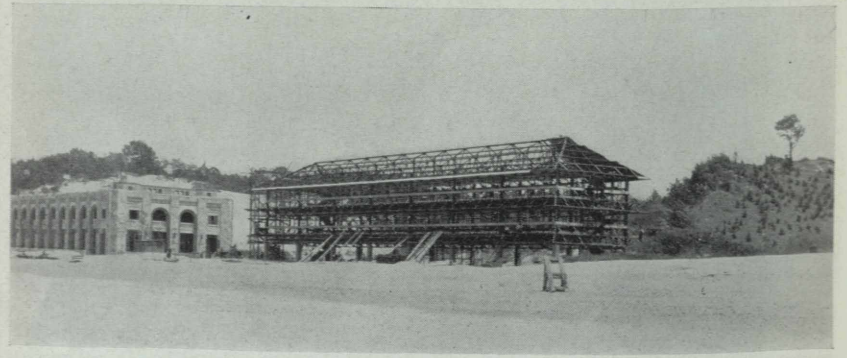
LUNCHEON COUNTERS

■ Prompt service and reasonable prices serve to make the luncheon counters maintained by the South Shore Line in passenger stations at South Bend, Michigan City, Gary and Benton Harbor popular with the railroad's patrons. Hot and cold lunches, fountain drinks, reading matter, tobacco and other needs of the traveler may be supplied at these stands.

MUSIC FESTIVAL

■ The Chicagoland Music Festival, which each year attracts thousands of music lovers to Chicago's lakefront stadium will be held this year at 7:30 p. m., Saturday, August 22.

DUNES HOTEL READY SOON



This photograph of the 52-room hotel being erected by the Indiana department of conservation at Waverly Beach (Tremont Station) in the Dunes State Park was taken June 20 and shows the steel work nearly finished. The building should be ready for use next month. Shown alongside the hotel structure is the bath house and restaurant built last summer.

EXTRA WEEK END TRAINS DURING SUMMER

■ Summer schedules, showing extra service week ends between Gary and Michigan City, became effective on the South Shore Line Saturday, June 27.

Each Saturday until September 5, trains out of the Randolph street station, Chicago, at 1:30, 2:30 and 3:30 p. m., which ordinarily operate only as far as Gary, continue to Michigan City, serving most points enroute.

Similarly, on Sundays during the vacation period trains out of Chicago at 8:30, 9:30 and 10:30 a. m., continue to Michigan City instead of terminating at Gary.

Returning Sundays, extra trains to Chicago leave Michigan City at 6:05, 7:05 and 8:05 p. m.

BUSINESS GIRLS ENJOY FOREST BEACH

■ Forest Beach camp, near New Buffalo, Michigan, served every two hours during the day by the coordinated rail-motor coach service of the South Shore Line, is an ideal vacation spot for the young business woman who wants to enjoy the outdoors with the hundreds of Chicago office girls who each year spend a few days or weeks at this popular Y. W. C. A. camp.

Two features serve to make the camp particularly attractive. One is the diversification of sports and recreational facilities offered. The other is the surprisingly low cost.

For the young woman who has never played golf or tennis, for the young woman who has never learned to swim or ride horseback, there are competent instructors. For those proficient in any or all of these there are always plenty of skilled sportswomen on hand to test their metal. Classes, which may or may not be attended by guests, include instruction in a variety of subjects. One of the most surprising is a class in etiquette.

From Chicago the trip takes about two hours. The round trip excursion rate by South Shore Line trains and motor coaches is $2.66. Camp is open all summer. Week ends at Forest Beach, including board and room cost $2 from before supper Saturday until after dinner Sunday. Board and room by the week is $12.

For reservation and tickets call at the Central Branch of the Chicago Y. W. C. A., 59 E. Monroe street or telephone Randolph 2420.

Cubs at Wrigley Field

July 4 (a. m. and p. m.)	Cincinnati
July 5, 6, 7	St. Louis
July 14, 15, 16, 17	New York
July 18, 19, 20, 21	Brooklyn
July 22, 23, 24, 25	Boston
July 26, 27, 28, 29	Philadelphia
August 1, 2	St. Louis
August 3, 4, 5	Cincinnati

Sox at Comiskey Park

July 8, 9	Cleveland
July 11, 12	Cleveland
August 6	St. Louis

MUSEUM POPULAR

■ A total of 1,322,799 persons visited the Field Museum of Natural History, Chicago, during 1930, the Chicago Association of Commerce reports. In addition, 716,000 children participated in activities conducted by the museum.

SOUTH SHORE ADVERTISING WINS FIRST PRIZE IN NATIONAL CONTEST

■ For the second year in succession the Chicago South Shore and South Bend Railroad was awarded first prize for its newspaper advertising on June 17 by the Public Utilities Advertising Association, at its annual convention in conjunction with that of the Advertising Federation of America in New York City.

The South Shore Line received an engraved certificate of award as winner of first place in the transportation division of the better copy contest conducted annually by the association. The prize was won in competition with the electric railways of the country. The advertisement which won the award for the South Shore Line called attention to the railroad's dining car service, and appeared in newspapers in the territory served by the line.

Six times in four years the South Shore Line has won national honors, three times for the excellence of its advertising and three times in recognition of its fast operation and outstanding service.

The railroad was awarded first prize, consisting of two medals, in the poster division of the Sixth Annual Exhibition of Advertising Art in New York City in 1927. The award was won in competition with leading advertisers, advertising agencies and artists in America.

At the convention of the American Electric Railway Association in Atlantic City, N. J., in October, 1929, the South Shore Line was awarded the Charles A. Coffin Prize for "distinguished contribution to the development of electric railway transportation for the convenience of the public and the benefit of the industry."

At the same time this railroad was awarded the Electric Traction speed trophy for operating the fastest electric interurban train in the United States and Canada.

In May, 1930, the South Shore Line was awarded first honors in the better copy contest of the Public Utilities Advertising Association for the year 1929.

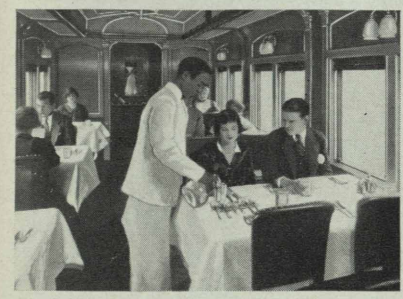
In June, 1930, at the convention of the American Electric Railway Association in San Francisco, this railroad was awarded the Electric Traction speed trophy for the second successive year.

Another subsidiary of the Midland United Company, the Indiana Railroad, was awarded third prize in the newspaper advertising contest this year.

MICHIGAN CITY BOASTS AMUSEMENT PARK, BEACH

■ Boasting as fine a beach as may be found on Lake Michigan and providing a more diversified program of amusement than can be found in any one spot in the Chicago territory, Washington Park at Michigan City is maintaining its reputation again this year as a popular spot for a short holiday.

Besides the beach with its new bath house, there are picnic spots, a zoo, tennis courts, a miniature golf course, a roller coaster, a ferris wheel, a merry-go-round, mechanical swings, ponies and scores of other amusement devices. There are dances each night except Monday in the large Oasis ballroom, also in the park.


Broiled Steak
–SOUTH SHORE
...you'll never know its real, tender juiciness until you've tried this Dinner Special
First and Fastest
Both the Coffin Medal for distinguished service, and the Electric Traction Speed Trophy, the two highest honors in the American electric railway field, were awarded to the South Shore Line last October.
SOUTH SHORE LINE
SIZZLING in its own rich juices it comes to you—this appetizing steak special of the South Shore Line! Two popular-priced specials: the $1 Luncheon, and $1.50 Dinner, also a la carte service. Three dining car trains daily going—three returning, all carrying parlor-observation cars. All trains, including regular hourly service, stop at Kensington, 63rd St. (Woodlawn), 53rd St. (Hyde Park), Roosevelt Road, Van Buren St., and Randolph St. I.C. suburban stations in Chicago. Phone Ticket Agent, 3,3111, for further information.
Chicago South Shore and South Bend Railroad
See Chicago during World City Week—February 3-8

Reproduction of South Shore Line advertisement appearing in South Bend, Michigan City, Gary, East Chicago and Hammond papers which won first prize last month in competition with other electric railways of America. This is the second successive year the railroad's newspaper advertising has won first place, and is the sixth first prize in a national contest won by the South Shore Line in four years.

OPERA AT RAVINIA

■ Summer opera at Ravinia park, north of Chicago, is in full swing. A special round trip rate from downtown Chicago is in effect on the North Shore Line, $2.25 including admission to the park. To reach the North Shore trains leave the South Shore Line at Van Buren street, walk two blocks north, one block west to the elevated. Special North Shore Line train for Ravinia leaves Adams and Wabash at 7:15 p. m.

MIDLAND STOCK SALE IN SECOND MONTH

■ Employes of the Chicago South Shore and South Bend Railroad are now in the second month of their campaign to sell common stock of the Midland United Company, the holding or investment company which controls the South Shore Line and other important properties furnishing transportation, electric light and power, gas and water services chiefly in Indiana.

South Shore Line employes are authorized to offer these securities to the public either for cash or on a payment plan, the price to be governed by the current market. The stock is listed on the Chicago Stock Exchange and is now quoted around $19 per share. The installment plan provides for a down payment of $5 per share and the balance at $2 a month. Six per cent interest is paid on payments and the common stock itself is on a six per cent dividend basis, dividends being payable in common stock.

The campaign is being conducted at this time to expedite the financing of a wide expansion program which the Midland United Company is carrying on this year. This program includes numerous construction projects which will add to electric, gas and transportation facilities, and also includes the acquisition of important operating companies.

Subsidiaries of the Midland United Company now serve 820 communities in Indiana, Ohio and Michigan with a total population of 1,711,446. In addition interurban lines of subsidiaries have terminals in Chicago, Indianapolis and Louisville.

ELECTRICITY BOTTLES GARY MILK AT RATE OF QUART PER SECOND

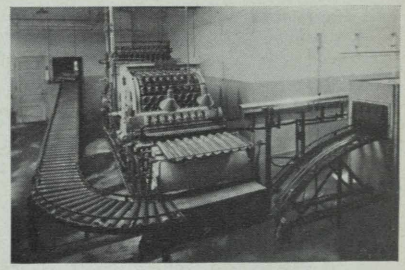
■ Typical of the farseeing and progressive spirit which characterizes the business houses of Gary is the record of the growth of the Dixie Dairy Company of that city, which through consolidation and modernization has achieved an important position within the space of four years. The company's up-to-date plant at 1200 West 15th street is equipped with the most improved equipment for the handling and preparation of dairy products; and its sales organization, operating not only in Gary but in East Chicago and Hammond as well, is quick to grasp each and every opportunity to add to the company's business.

Electrified machinery speeds the plant's output of 14,000 bottles of milk daily. An internal brine cooler reduces the temperature of the milk, electricity being used to pump the brine. Electric powered conveyors handle the empty milk bottles, and an electrically operated washer and sterilizer prepare them to receive the cooled milk. The bottling and capping is also done by electricity. The sterilizing, bottling and capping is done at a speed of 60 bottles per minute, despite the fact that it requires nearly one hour for each empty bottle to pass through the washer and sterilizer.

COOLER

Brine, cooled by an ammonia plant, is forced through this network of pipes. As the milk flows over them it is brought to the proper temperature for bottling.

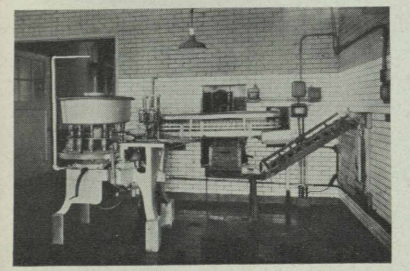
WASHER AND STERILIZER



Empties arrive on the rollers to the left. They are washed and sterilized, a process requiring nearly an hour, in the machine in the center. Electricity is used.

Approximately 65 men are employed by the Dixie Dairy Company, the largest number being in the delivery and marketing department. Thirty-five wagons are used in the distribution of the dairy products in the three Calumet cities. Only strictly dairy products are handled by the company: milk, cream, cheese, butter and buttermilk. C. B. Eskilson is president and treasurer of the company; John C. Werner is vice-president, and Elmer H. Bielfeldt. secretary. The Dixie Dairy Company represents the consolidation of the Tolleston Dairy Company, the South Gary Dairy Company and the Union Dairy Company. Another plant is operated by the Dixie Dairy Company in Beecher, Illinois.

BOTTLER AND CAPPER



After sterilization the milk is put in the bottles and they are capped in this machine at the rate of 60 a minute. Electric power is employed.

TO USE FAIR BUILDING FOR CONVENTIONS

■ A permanent use for at least one of the buildings that will house the World's Fair of 1933 has been found already. The Chicago Association of Commerce proposes that the Travel and Transport building of the World's Fair group, following the close of the exposition, be used as a convention hall to accommodate the large gatherings included among the more than 800 meetings held in the city each year.

FERRY TRUCK SERVICE PLEASES SHIPPERS

■ A steady growth has been reported in the volume of freight handled between Chicago and South Bend under the new ferry truck service introduced recently by the South Shore Line. Under this arrangement ferry trucks (tractor drawn trailers) are left with the shipper during the day for loading, and then picked up by the railroad and shipped on special flatcars over night. The following morning the trailers are delivered to the consignee by the railroad.

Rates, scaled according to a basis of minimum weight per truck load, are in effect. They apply between Chicago and Clearing, Illinois, on the west, and South Bend, Mishawaka and Notre Dame, Indiana, on the east. Ferry trucks may be ordered from the Chicago (Kensington) freight station, telephone Commodore 2260; or in South Bend from the freight traffic department, phone 2-5764.

SACRED HEART CHURCH

■ Masses are conducted by Monsignor Abraham at Sacred Heart Church, 929 W. Eighth street, Michigan City, at 7:30, 9 and 10:30 a. m., and at 12 noon, Sundays. The church is on the Dunes Highway and convenient to the business district.

Sample Luncheon Menu

Young Onions — Radishes

Spring Vegetable Soup

Choice

Salmon Cutlets, creole
Boiled Sugar-Cured Ham and Cabbage
Grilled Salisbury Steak, Mushroom Sauce
Omelette with Minced Ham and Green Peppers
Cold Roast Prime Ribs of Beef, Potato Salad

New Potatoes, Persillade — June Peas

Choice

Southern Bread Pudding, Orange Sauce
Home-Made Blueberry Pie
Ice Cream with Nabisco Wafers

Hot Corn Muffins or Assorted Bread

Coffee, Buttermilk, Tea or Milk

One Dollar Per Person
Dining Car Service

THESE ARE BARGAIN DAYS FOR HOME BUILDING, SAYS ECONOMIST

■ These are big bargain days for home builders, according to Roger W. Babson, well-known economist and statistical expert, who finds that the home builders dollar goes farther today than it has for years. For ordinary frame houses the building dollar will go one and one-fifth to one and one-quarter times as far as it would in 1929, Mr. Babson says.

"Look at a list of prices on staple building materials. Cement is down 22½ per cent from 1929, and is the lowest since 1915. Lumber is down about 25 per cent. Nails are down 28 per cent. Hardware is down 21 per cent. Lead, zinc, tile, glass and other miscellaneous items are down anywhere from 10 to 50 per cent. Certainly the building material industry is offering wonderful price concessions.

"These things will be more valuable rather than less so as business improves. Hence, the protection of your loan will increase. Moreover, land values will be better. There is only so much good land and there can never be any more. Well situated property will show a steady growth in value and suburban areas well provided with good roads or rapid transit facilities will be always desired. The big road building program that is going forward is opening up some splendid opportunities for the purchase of building locations and the construction of permanent homes.

"I am a firm believer in home ownership. The city or town having the most home owners is generally the community where local government is the cleanest and where the character of the citizenship is best. Hence, I believe it is the duty of the building industry, the banks, the newspapers, and real estate developers to advertise the advantages which the prospective home owner will reap by building now. While some communities still may be suffering over-building of the pre-depression boom, surveys show that for ordinary residences there is no general oversupply."

GRAND BEACH GETS NEW GOLF CLUBHOUSE

■ The 27-room home of Charles A. Channel, which adjoins the golf links at Grand Beach, has been converted into a clubhouse and will be used by summer golfers at the resort. The half-million dollar art collection of Mr. Channel's has been lent to the club. Service to Grand Beach and the Golfmore hotel is furnished every two hours by the coordinated train and motor coach service of the South Shore Line.

FOR THE YOUNGSTERS

■ The first of a series of six Thursday morning entertainments for children will be given at 10 a. m., July 9, in the James Simpson Theatre of the Field Museum with the showing of the motion picture "With Byrd at the South Pole." Tours, story hours with colored slides, and motion pictures will be features of these widely varied programs given free of charge. The Field Museum is only a short walk from the South Shore Line's 12th street station.

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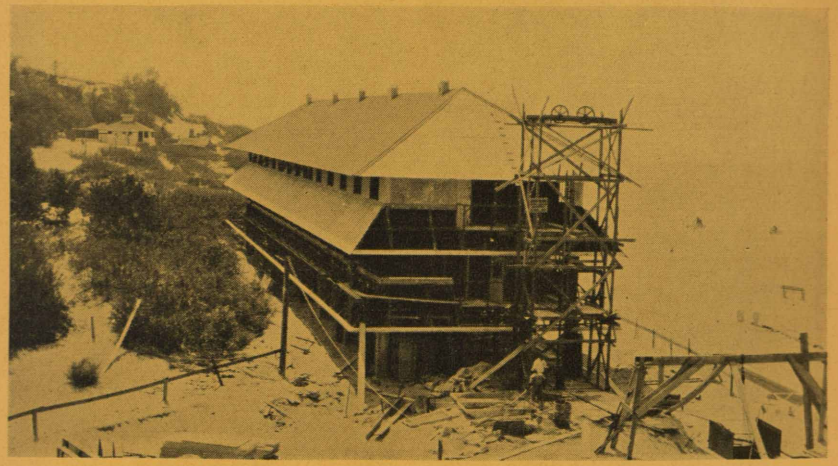
SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 6 AUGUST, 1931 NO. 10

● Something of the emotions which stirred the first white man as he walked along the age old Miami and Pottawattomie trails of Indiana's duneland seem to linger in these quiet pathways. The scene is near Tremont station on the South Shore Line.

NEW HOTEL ON LAKE MICHIGAN



• New, state owned, dunes hotel at Waverly Beach (Tremont Station) in the Indiana Dunes Park, which will be opened the latter part of August. This view is from the roof of the adjoining pavilion which houses a restaurant and bath houses.

TO OPEN DUNES HOTEL THIS MONTH

● The new, 44-room hotel, being constructed by the Indiana department of conservation at Waverly Beach (Tremont Station) in the Dunes State park, will be opened the last week in August, according to J. C. Sprack, manager. It is expected to prove a popular resort, particularly with Hoosiers who know of the excellent accommodations and food provided in other state park hotels.

A charge of $2 single, and $3 and $3.50 double will be made European plan, or $4 single, and $7 and $7.50 double under the American plan. The restaurant is located in the pavilion which adjoins the hotel structure and was built last summer.

Waverly Beach is one of the finest in the dunes and the hotel will be ideal for those who enjoy bathing in the surf and lolling in the sand. All nature lovers know of the famous dunes district with its abundance of rare plant life, virgin timber and beautiful sand hills. The hotel lies in the heart of this section and many dunes trails radiate from it.

HAVE YOU A VACANT COTTAGE?

● A list of available cottages, hotels and camp sites in the territory served by the South Shore Line's trains and motor coaches is kept on file by the railroad's traffic department in Chicago. All persons having cottages for sale or rent are urged to advise the traffic officials. Information as to prices for week ends, by the week and by the month is also kept on file. Communications should be addressed to the South Shore Line Traffic Department, Room 1539, 72 West Adams street, Chicago. The telephone is State 0517.

DUNES FANS LAUD WEEK END SERVICE

● The constantly growing number of persons who will scarcely permit a week end to go by without a visit to the famous sand dunes of northern Indiana have found the extra week end service of the Chicago South Shore and South Bend Railroad exactly suited to their convenience.

Each Saturday until September 5, trains out of the Randolph street station, Chicago, at 1:30, 2:30 and 3:30 p. m., which ordinarily operate only as far as Gary, continue to Michigan City, serving most points enroute.

NEAR FURNESSVILLE

• Views like this, snapped near Furnessville in the dunes, abound along the lakeshore of northern Indiana. Each year more and more persons living in the South Shore Line territory learn for the first time of the beauty which draws strangers hundreds of miles to this region.

BAILEYTOWN SCENE

• The opening of a new hotel this month in the Dunes State Park makes it even more convenient for you to arrange an outing for a day or so in this spot where the trees, sands and lake combine to create so much loveliness. The scene is near Baileytown on the South Shore Line.

Similarly, on Sundays during the vacation period trains out of Chicago at 8:30, 9:30 and 10:30 a. m., continue to Michigan City instead of terminating at Gary.

Returning Sundays, extra trains to Chicago leave Michigan City at 6:05, 7:05 and 8:05 p. m.

CHICAGO EXCURSIONS

● Round trip excursion tickets to Chicago are on sale for $3.90 each week end in South Bend. Purchasers are entitled to take trains to Chicago any time after noon Friday and return any time up to midnight Monday.

TWO HOUR SERVICE TO MICHIGAN RESORTS PROVES POPULAR

● The South Shore Line's summer schedules, featuring service every two hours between downtown Chicago and the southwestern Michigan resorts, have proved extremely popular with Chicagoans who enjoy spending a few days or longer in this famous summer playground.

South Shore Line trains leaving the Randolph street Illinois Central suburban station at 5, 7, 9 and 11 a. m., and 1, 3, 5:15 and 7 p. m., make direct connections at Michigan City station with motor coaches serving lakeside resorts to St. Joseph-Benton Harbor. The new U. S. Highway No. 12 is used by coaches except through Wilson Woods, Lakeside and Union Pier. On Saturday afternoons service from Chicago is furnished every hour.

Southbound out of Benton Harbor, motor coaches leave the South Shore Line station, Main and Wall streets, at 6:10 a. m., and every two hours thereafter until the last coach at 8:10 p. m. Coaches leave the St. Joseph station, Carlton-Walters, seven minutes later. All make direct connections at Michigan City with South Shore Line trains for downtown Chicago. On Sunday afternoons service out of Benton Harbor is furnished every hour, coaches leaving at 10 minutes past the hour.

Special low round trip fares from Chicago to points in Southwestern Michigan between Michigan City and Benton Harbor are also in effect. South Shore Line trains enter and leave Chicago over the tracks of the Illinois Central electrified suburban system between Randolph street and Kensington.

● To resortland. Via rail through the congested Calumet district; via motor coach along Michigan's lakeshore.

The change at Michigan City to the motor coaches is made with the minimum of inconvenience.

NEGLECTED TO CREDIT BABSON STATEMENT

● In presenting the interesting views of Mr. Roger Babson, noted statistician and economist, in an article appearing in last month's South Shore Lines, this publication neglected to state that Mr. Babson's remarks were being quoted from a copyrighted statement appearing in the Chicago Evening American. The article was headed "These are bargain days for home building, says economist," and in it Mr. Babson was quoted as saying that one dollar spent for building a home today will go one and one-fifth to one and one-quarter times as far as it would in 1929.

WEEK END RATES, CHICAGO TO ST. JOE

● A special summer round trip rate of $4.25 from Chicago to St. Joseph and Benton Harbor has been announced by the South Shore Line for the benefit of those who desire to spend a week end in one of these Michigan resorts. Tickets on sale in Chicago stations each week end are good on South Shore Line trains leaving Chicago Friday afternoon and all day Saturday to 7 p. m. Return tickets are good on motor coaches out of Benton Harbor up to 12:10 p. m., the following Monday.

Coordinated service via train and motor coach between Chicago and Benton Harbor is furnished every two hours during the day, with extra service week ends. Motor coaches to and from Benton Harbor make direct connections with trains at the South Shore Line station in Michigan City. The $4.25 round trip tickets will be on sale by Chicago ticket agents at the Randolph, Van Buren, 12th street, 53rd, 63rd, and 115th street Illinois Central Suburban stations.

DELUXE SERVICE POPULAR

● The deluxe service furnished patrons of the South Shore Line has proved increasingly popular during the last few months.

The luxuriousness of the parlor cars and their many refinements make them a favorite means of travel with all who have tried them. The large, comfortable easy chairs and the excellently appointed ladies' lounge and men's smoking room are among popular features of the parlor car. Three trains each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining cars are carried every day except Sunday. Trains leave Randolph St., Chicago at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:04 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

The dining car service features a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from the special menu.

Cubs at Wrigley Field

August 1, 2	St. Louis
August 3, 4, 5	Cincinnati
August 29, 30	Cincinnati

Sox at Comiskey Park

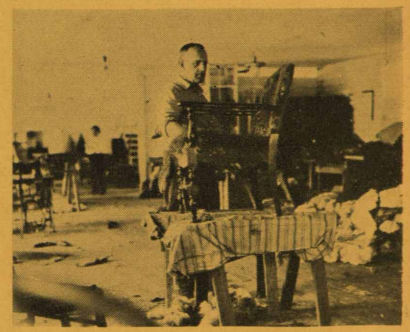
August 6	St. Louis
August 8, 9	St. Louis
August 11, 12, 13, 14	Washington
August 15, 16, 17, 18	Boston
August 19, 20, 21, 22	Philadelphia
August 23, 24, 25, 26	New York
August 31	Cleveland
September 1, 2	Cleveland

LIGHT LUNCHES SERVED AT STATION COUNTERS

● Candy, cigars, cigarettes, newspapers, magazines and playing cards, as well as fountain drinks, pastries, hot and cold sandwiches and light lunches may be had at concession counters maintained by the South Shore Line in its stations at Gary, Michigan City, South Bend and Benton Harbor. Prompt service and reasonable prices prevail.

CUSTOM BUILT FURNITURE IS MANUFACTURED IN MICHIGAN CITY

● One of the oldest factories in the state of Indiana, specializing in the manufacture of custom built furniture, is located in Michigan City. It is the Edward Hartke company, 314 East Fifth street, founded in 1893, where from 18 to 20 cabinet makers, wood carvers, upholsterers and finishers are regularly employed. This concern executes orders from all parts of northern Indiana, building chairs, tables, davenports and a variety of other furnishings for individual homes or for large apartment buildings. It is estimated that 500 pieces of furniture pass through the factory each month.



● New stuffing and seat coverings are put on chairs with amazing speed in the Hartke factory.

The popularity of furniture of "modernistic" design has brought the Hartke company hundreds of difficult and interesting orders. Last month it was an expensive office suite, finished in oak and trimmed with black glass. It is possible that next month the order may be for chairs and tables for a modernistic tea room.

Another source of business for the company comes as a result of the popularity of antique furniture. Hundreds of old pieces must be finished, repaired and re-upholstered. At other times, old pieces must be copied and then "antiqued," as they call their processes for artificially ageing furniture. The company is also called on to devise furniture which will harmonize and conform to the style of furniture already in the possession of their customers. Often the person giving the order has only a chair of some particular design, and he may wish a complete bedroom set to match.

Hartke also enters into contracts to refinish and repair the entire furnishings of large hotels and apartments. His workers, most of whom have been at the same work all their lives, are so skilled that it seems that no order is too large nor too difficult for them to fill. Branches and agents are found in the principal cities along the South Shore Line. A salesroom is maintained at 530 Washington street, Gary, and Mrs. Louis Hess on Fernwood avenue, Hammond, has the agency for that city.

LOW RATES TO MICHIGAN RESORTS

● Low round trip fares from Chicago to lakeside resorts in Southwestern Michigan are now in effect. Ask your agent about the 30-day excursion rates to Grand Beach, New Buffalo, Union Pier, Lakeside, Harbert, Sawyer Highlands, Bridgman, Stevensville, St. Joseph and Benton Harbor. There are also attractive rates for the frequent passenger who can use a 25-ride book.

REPLICA OF OLD FORT OPEN TO PUBLIC

● The replica of old Fort Dearborn—first exposition building to be completed for Chicago's 1933 World's Fair — is open to the public now and is attracting many visitors. It is an exact copy, even to each log and stone, of the original fortress built in 1803 and 1804, and in addition to its historical accuracy is of interest to South Shore Line patrons because of a splendid collection of pioneer relics which it houses.

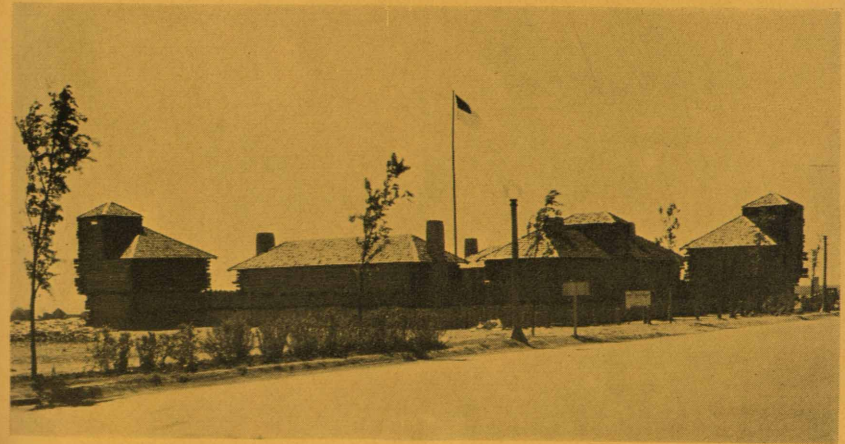
The replica may be seen from the window of your train as you pass 26th street in Chicago. While your view will be partly blocked by the Illinois Central roundhouse the interesting log structure on the lake front may be glimpsed as you pass along. To reach it, leave the South Shore Line train at 53rd street and use an Illinois Central local train. The building is open from noon until 8 p. m., and admission of 25 cents is charged.

SOUTH BEND FOX TROTTERS PLEASE NOTE

● For the benefit of those desiring to attend dances at the Hudson Lake casino a round trip rate of 50 cents between South Bend and the resort is in effect each evening on the South Shore Line. Special tickets are good on trains leaving South Bend at 6, 7, 8 and 9 p. m., and returning up to 2:10 a. m.

Plans of the first Fort Dearborn, built further north, where the Chicago river entered the lake, have been kept on file by the War department in Washington, D. C. It took Captain John Whistler and the 60 men under him more than 18 months to erect the first Fort Dearborn. The present fort was built in eight weeks from the original plans.

JUST AS THE REDSKINS SAW IT



● Now open for public inspection, the first of the 1933 World's Fair buildings to be completed is an exact duplicate of Fort Dearborn, built on the Chicago river at Lake Michigan in 1803. It was built from original plans, preserved in War Department files.

PATRONS SEE NEW INDIANA R. R. CARS

● Patrons of the South Shore Line and residents of the territory it serves have noted with interest the movement of several shipments of new Indiana Railroad interurban cars between Pullman and South Bend within the last month. Usually three or four of these low, orange hued cars are seen, drawn by one South Shore Line freight locomotive.

This new equipment will soon be placed in service on the Indiana Railroad's lines which radiate out of Fort Wayne and Indianapolis, and from Indianapolis to Louisville. Preliminary tests have shown that these extremely light weight cars are capable of attaining speeds comparable to those attained by the much heavier South Shore Line passenger cars; and the management of the downstate system has announced there will be a considerable reduction in running time on all lines.

MUSIC FESTIVAL, NIGHT OF AUGUST 22

● The Chicagoland Music Festival, which last year attracted 150,000 music lovers to Soldiers' Field stadium in Grant Park, Chicago, will be held this year on Saturday evening, August 22, starting at 7:30. It will feature the appearance of bands, drum corps and choruses from cities throughout the states near Chicago. Preliminary contests to select the best musical organizations will have been held previous to the August 22 festival. The public is invited to attend the festival and no admission is charged. The stadium is only a few steps from the South Shore Line's 12th street station.

WILL LECTURE ON SOUTHERN CROSS

● The subject to be discussed by lecturers at the Adler Planetarium in Grant Park during the month of August will be "The Southern Sky and the Southern Cross." These discussions, accompanied by operation of the planetarium instrument which projects a moving, artificial heaven on the inside of the dome of the building, are scheduled as follows: On Mondays, Tuesdays, Thursdays and Fridays lectures are given at 11 a. m. and 3 and 8 p. m.; on Wednesdays and Saturdays at 11 a. m. and 3 p. m. and on Sundays at 3 and 4 p. m. Wednesdays, Saturdays and Sundays are free days; other days, 25 cents.

PICNIC SPECIALS

● Two special trains were used July 19 to transport 900 members of Perez Council, Knights of Columbus, and their families to South Bend for a large picnic in Playland Park.

SERVES OIL COMPANY

● A 240 foot siding has been constructed by the South Shore Line just east of its Beverly Shores station to supply the Benson Oil company.

TWO DINERS JULY 6

● Two diners were required to serve returning vacationists who took breakfast on board the Fort Dearborn Limited enroute to Chicago the morning of July 6.

ROADBED IS OILED

● The roadbed of the South Shore Line is being oiled again this summer to lay the dust.

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 6 SEPTEMBER 1931 NO. 11

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■ Low hanging eaves, to shade the large windows which dominate each of the 44 guest rooms in the new state owned hotel, lend a distinctive appearance to the Dunes Arcade which opened for business August 18. It is at Waverly beach (Tremont Station) in the Indiana Dunes State Park.

DUNES ARCADE, YEAR-ROUND HOTEL, OPENED BY STATE AT TREMONT

■ The Dunes Arcade, 44-room hotel, constructed by the state department of conservation at Waverly Beach (Tremont station) in the Indiana Dunes Park, was officially opened to guests August 18. The attractive, pagoda style, building accommodates 88 guests and is easily accessible to the South Shore Line.

A charge of $2 single, and $3 and $3.50 double is made European plan, or $4 single, and $7 and $7.50 double under the American plan. The restaurant is located in the pavilion which adjoins the hotel structure. Bed rooms are very attractive with wide windows, well screened, affording an excellent view of the lake and beach. Cottage curtains are found at the windows with bright bedspreads, rag rugs and full bedroom suites.

Each room is provided with hot and cold running water and an individual radiator, burning gas for the guest's use in cold weather. Shower baths are in separate rooms.

Waverly Beach is one of the finest in the dunes and the hotel will be ideal for those who enjoy the surf. All nature lovers know of the famous dunes district with its abundance of rare plant life, virgin timber and beautiful sand hills. The hotel lies in the heart of this section and many dunes trails radiate from it.

USE SOUTH SHORE

■ Twelve directors of the Standard Oil Company of Indiana used the South Shore Line to South Bend August 27.

MANY USE SPECIAL TRAINS

■ Several large groups have used the South Shore Line's special services for vacation trips and outings during the past few weeks.

A special train was used Sunday, August 2, to transport 300 members of the Hammond district, Knights of Columbus, to Playland Park for an all day outing.

Approximately 800 employes of the Continental Illinois Bank of Chicago were transported in two special trains to Hudson Lake for over Sunday, August 9.

More than 750 members of the American Bridge Company Athletic association used a special train from Gary to South Bend for an all day outing Saturday, August 29.

Numerous smaller groups have used special service.

CHANGE TO SLOW TIME, SEPTEMBER 27

■ Trains and motor coaches of the Chicago South Shore and South Bend Railroad will operate on Central Standard Time starting Sunday, September 27, the day on which the communities served by the road change back to the slow time.

On that date new time tables showing several important changes in schedules will become effective. You may procure your copy a few days ahead of time by application to your South Shore Line ticket agent.

FOOTBALL SEASON OPENS SEPTEMBER 26

■ The football season gets off to an early start in the territory served by the South Shore Line this season with two games at Stagg Field (63rd Street Station) on Saturday, September 27.

The first is between Cornell College and the University of Chicago and the second between Hillsdale and the University of Chicago.

Two other important early season games will be played within easy reach of football fans in the territory served by the South Shore Line trains and motor coaches.

Northwestern will open its season against Nebraska at Dyche Stadium in Evanston, October 3; and the much-talked-of Notre Dame-Northwestern game will be played October 10 at Soldier Field.

To reach Dyche Stadium take the "L" from the Chicago loop; and to reach Soldier Field, leave the South Shore at the 12th Street Station.

AGENTS TO HANDLE N. D. FOOTBALL SEATS

■ Arrangements have been made whereby patrons of the South Shore Line may purchase their tickets for the Notre Dame football games at South Bend from the railroad's ticket agents at Randolph Street, 63rd Street, Hammond, East Chicago, Gary and Michigan City.

Tickets for each contest to be played in the South Bend stadium will be on sale by the South Shore Line ticket agents 10 days before the date of the game.

Notre Dame Football

Oct. 3—Indiana at Bloomington.
Oct. 10—Northwestern at Soldier Field.
Oct. 17—Drake at Notre Dame.
Oct. 24—Pittsburgh at Notre Dame.
Oct. 31—Carnegie Tech. at Pittsburgh.
Nov. 7—Pennsylvania at Notre Dame.
Nov. 14—Navy at Baltimore.
Nov. 21—California at Notre Dame.
Nov. 28—Army at New York City.

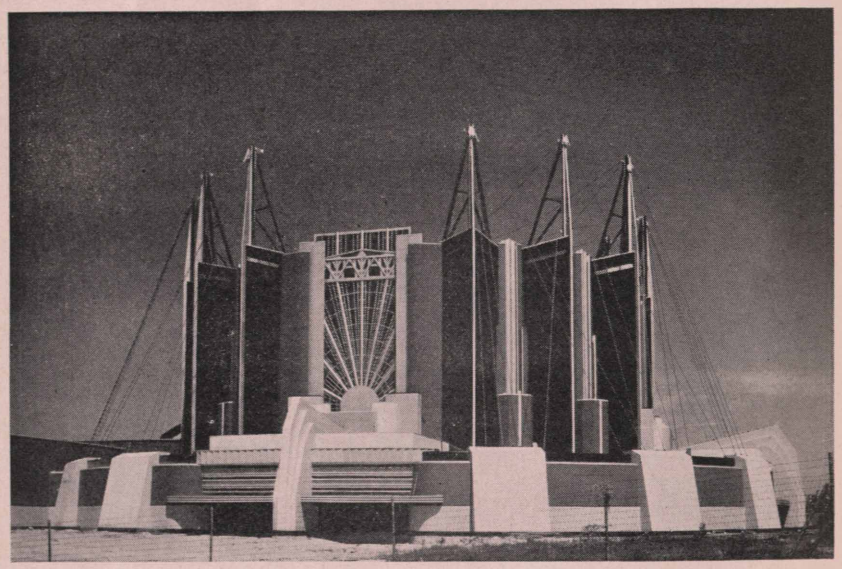
PARLOR CAR SERVICE PLEASE RIDERS

■ The deluxe service furnished patrons of the South Shore Line has proved increasingly popular during the last few months.

The luxuriousness of the parlor cars and their many refinements make them a favorite means of travel with all who have tried them. The large, comfortable easy chairs and the excellently appointed ladies' lounge and men's smoking room are among popular features of the parlor car. Three trains each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining cars are carried every day except Sunday. Trains leave Randolph St., Chicago at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:04 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

The dining car service features a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from the special menu.

THIS BUILDING BREATHES



■ The Travel and Transport Building at 31st street is the most striking of the Century of Progress buildings yet seen, although it is not completed. The roof of the circular structure is a dome, suspended by steel cables from the dozen 150-foot towers. This so-called "breathing" dome expands or contracts with weather changes.

WORLD'S FAIR WORK PROGRESSES RAPIDLY

■ Preparations for Chicago's 1933 World's Fair are going forward rapidly and are being watched with interest by patrons of the South Shore Line who have an opportunity to see the work as they ride past Chicago's lakefront. Already three major buildings are completed, steel is being erected for a fourth, excavations for another have been started, and contracts are to be let soon for a number of others. Approximately $3,500,000 of the $13,000,000 budget has already been spent or pledged on contracts.

When the fair opens officially June 1, 1933 an area of 700 acres running from 12th to 39th streets and extending from Lake Michigan to the Illinois Central tracks together with a large island extending south from the Adler Planetarium will be occupied by exposition buildings. Structures already completed include the administration building just east of Soldier Field; the Travel and Transport Building at 31st street and the log replica of old Fort Dearborn near 26th street.

Architecturally the Century of Progress buildings promise to set a standard for new and modernistic designs. Bright and attractive color designs will predominate in both interior and exterior decorations.

The Administration Building which was completed last fall is already operating at full capacity with a force of 200 clerks and officials. The structure is of modernistic design employing angles and straight lines to get various unusual effects. The cost was approximately $400,000.

The Travel and Transport Building, most striking of those structures now under way, includes a two-story main building 1,000 feet in length by 145 feet wide and a circular structure 125 feet high by 200 feet in diameter located at the north end. A second annex will be located to the south.

The roof of the circular structure is a suspended dome which is believed to be the first of its kind ever constructed. The dome is suspended by steel cables from a ring of twelve 150-foot towers anchored by backstay cables.

Buildings under construction include the Hall of Science at 16th street and the electrical group, located on the island south of the Adler Planetarium.

Foundations of the Hall of Science, which will extend across Lief Ericson drive, have been completed and erection of the steel framework is well along.

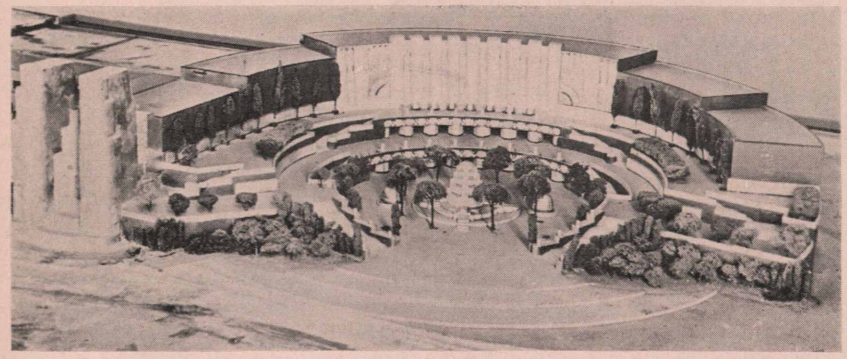
GOV. EMMERSON USES SOUTH SHORE

■ Governor Louis L. Emmerson of Illinois and his party used the South Shore Line from Chicago to Michigan City Saturday, August 1. The governor visited in Long Beach, attending the annual "Bletherin' " festivities of the Long Beach Country club. The Long Beach club's Bletherin' takes its name from the Scotch golf holiday and is designed to promote good fellowship among members of the club.

WEEK END EXCURSIONS FROM SOUTH BEND

■ Low round-trip excursion tickets to Chicago are on sale each week end in South Bend. For over the Labor Day week end, September 4 to 8, purchasers of $3.90 tickets are entitled to take trains to Chicago any time after noon Friday and return any time up to midnight Tuesday.

FIFTH FAIR BUILDING IS STARTED



■ Architect's drawing of the fifth structure of the Century of Progress Exposition. Ground was broken last month for this Electrical Group, to house exhibits of electricity, telephone, telegraph and radio. Located on Northerly Island, just east of the Field Museum, it will be 1200 by 300 feet, two stories high. Dominant colors are to be white, yellow, red, black and blue, embellished with hanging gardens and paved terraces.

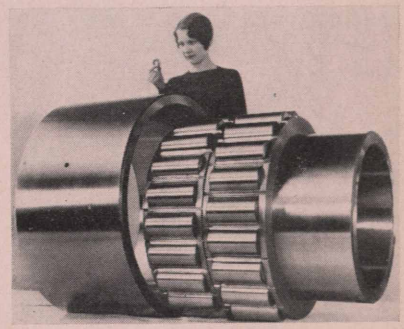
UP-TO-DATE METHODS ENABLE BANTAM TO SHOW BUSINESS GAINS

■ Few industries in the territory served by the South Shore Line can show a better earning and production record for the years 1929, 1930 and 1931 than the Bantam Ball Bearing Company, 3100 West Sample street, South Bend, Indiana. Each year since the company moved its plant from Connecticut in 1928 its business has shown a substantial increase and the reason for this yearly improvement has been the farsighted policy of the company's officers who have employed progressive merchandising practices along with a scientific program for the improvement of their product.

Outstanding in the program for improving the quality of the Bantam ball and roller bearing has been the introduction of electric heat treating equipment. This forward step placed the Bantam company years ahead of its competitors, enabling it to turn out a product which gained business from sources which the company had not previously controlled and contributed to the record of increased earnings which marked the years of 1930 and 1931.

Anyone who is familiar with machinery of any sort has come to know the meaning of bearing failures and the significance of the Bantam company's record of no broken bearings since the installation of its electric furnaces three and one-half years ago is not lost on the automobile owner who has had bearing trouble.

While the company's products are used by automobile manufacturers, notably the Ford Motor Car company which takes approximately one-fourth of the plant's output, it is in the manufacture of bearings for printing presses, rolling mills, oil wells, paper mills and mines that the Bantam company has made its greatest strides.



■ The large bearing will be used in a steel rolling mill and the small one held by the young woman is destined for the generator of a Ford automobile. The Bantam people pride themselves on the long record of successful installations they have made in the steel mills. Approximately 25 per cent of their production goes to the Ford company.

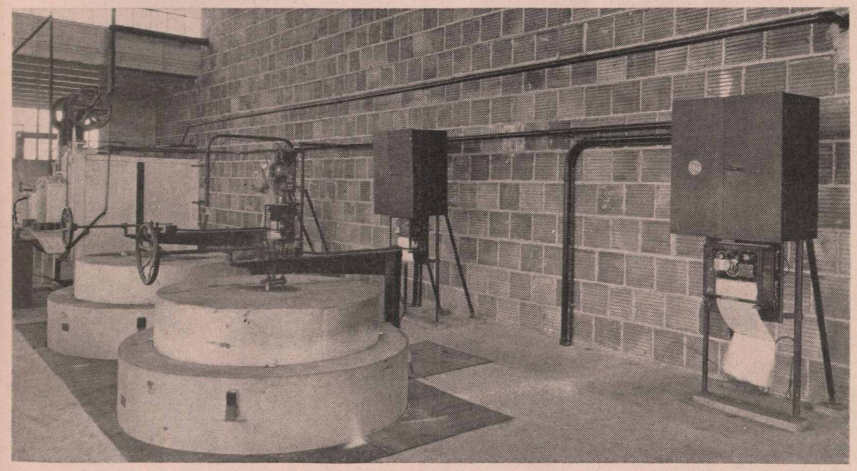
Installations of this sort, where enormous weight, or intense heat or terrific speed are encountered, have long taxed the ingenuity of the manufacturer of bearings. The makers of Bantam bearings believe they have come as close as possible to a solution of the problem with their force of from 65 to 100 skilled workers and the application of electric heat.

Officials of the company are particularly proud of the constantly increasing demand for their bearings which has come from the makers of printing presses. Each few months sees the name of another large manufacturer of printing presses added to the list of customers. Bearings for presses must be accurate to the .0001 of an inch to afford even printed surface and must in addition be able to stand up under terrific speeds over long periods of time.

Nearly every step in the manufacture of the Bantam company's bearings takes place in the South Bend plant. Castings are brought from Chicago, except in the case of bronze, and the balls for ball bearings are brought in from the outside. Contrary to popular belief, the manufacture of balls is comparatively simple, while the manufacture of rollers, done entirely at South Bend, is exceedingly difficult.

The photograph of the large rolling mill bearing which accompanies this article shows one of the two types into which all bearings fall. This is a "radial" bearing—the weight of the load being at right angles to the rollers. The other type, not shown, is the "thrust" bearing where the weight is toward the axis of the bearing and falls on all rollers equally.

BEARING PARTS TREATED ELECTRICALLY



■ Automatic electric furnaces which maintain an even constant temperature are used for carburizing the steel used in Bantam bearings. The advantage of this type of equipment, in use by the South Bend company for more than three years, is that it permits accurate regulation of heat to give the close temperature range necessary for each carbon variation in steel. Since installation of the electric heat treating equipment the Bantam people have not had a single bearing break. The electric process is considered the most important phase in the production of Bantam ball and roller bearings.

DOOR TO DOOR FREIGHT SERVICE PLEASES SHIPPERS

■ Shippers in Chicago and South Bend have been pleased with the ferry truck service recently inaugurated between these two points by the Chicago South Shore and South Bend Railroad. Under this arrangement the ferry trucks, or tractor drawn trailers, are left with the consignor during the day for loading and then picked up by the railroad and shipped overnight. The following morning the trailers are unloaded by the railroad and delivered to the consignee.

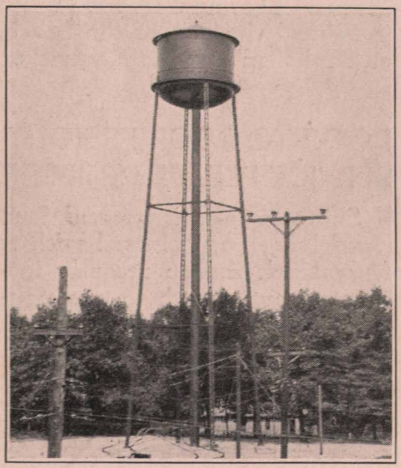
SERVE LUNCHEONS AT STATION COUNTERS

■ Candy, cigars, cigarettes, newspapers, magazines and playing cards, as well as fountain drinks, pastries, hot and cold sandwiches and light lunches may be had at concession counters maintained by the South Shore Line in its stations at Gary, Michigan City, South Bend and Benton Harbor. Prompt service and reasonable prices prevail.

END GATES IN PARLOR CARS

■ Patrons of the South Shore Line have commented favorably on the new end gates recently installed in the parlor cars. Because of the dustless and dirtless operation of the electric trains rear doors may be left open on warm days without discomfort.

NEW WATER TANK



■ A 60,000 gallon water tank to supply the automatic sprinkler system which safeguards the two Michigan City shops buildings against fire has been erected in the South Shore Line yards. The Grinnell Company installed the sprinkler system.

Cubs at Wrigley Field

September 6	Pittsburgh
September 7 (A. M. and P. M.)	St. Louis
September 9 (at Comiskey Park)	Chicago White Sox
September 10, 11, 12	Philadelphia
September 13, 14, 15, 16	Boston
September 17, 18, 19	Brooklyn
September 20, 21, 22	New York
September 26, 27	Pittsburgh

Sox at Comiskey Park

September 1, 2	Cleveland
September 3, 4, 5, 6	Detroit
September 9	Chicago Cubs

PRECESSIONAL CYCLE, PLANETARIUM SUBJECT

■ The subject to be discussed by lecturers at the Adler Planetarium in Grant Park during the month of September will be "The Great Precessional Cycle." These discussions are accompanied by operation of the planetarium instrument which projects a moving, artificial heaven on the inside of the dome of the building.

TRI-STATE OPEN

■ Many well-known golfers, including Al Espinosa, Chick Evans, Harry Cooper, Neal McIntyre, Walter Murray, Gus Novotny and George Dawson, are expected to be on hand for the Tri-State Open Championship Golf tournament at the Beverly Shores course, September 8, 9 and 10.

HUDSON LAKE DANCES

■ A 50-cent round trip rate between South Bend and the Hudson Lake casino is in effect each evening on the South Shore Line for the benefit of those desiring to attend the dances there.

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 6 OCTOBER, 1931 NO. 12

Season Opens For South Shore Line Football Fans

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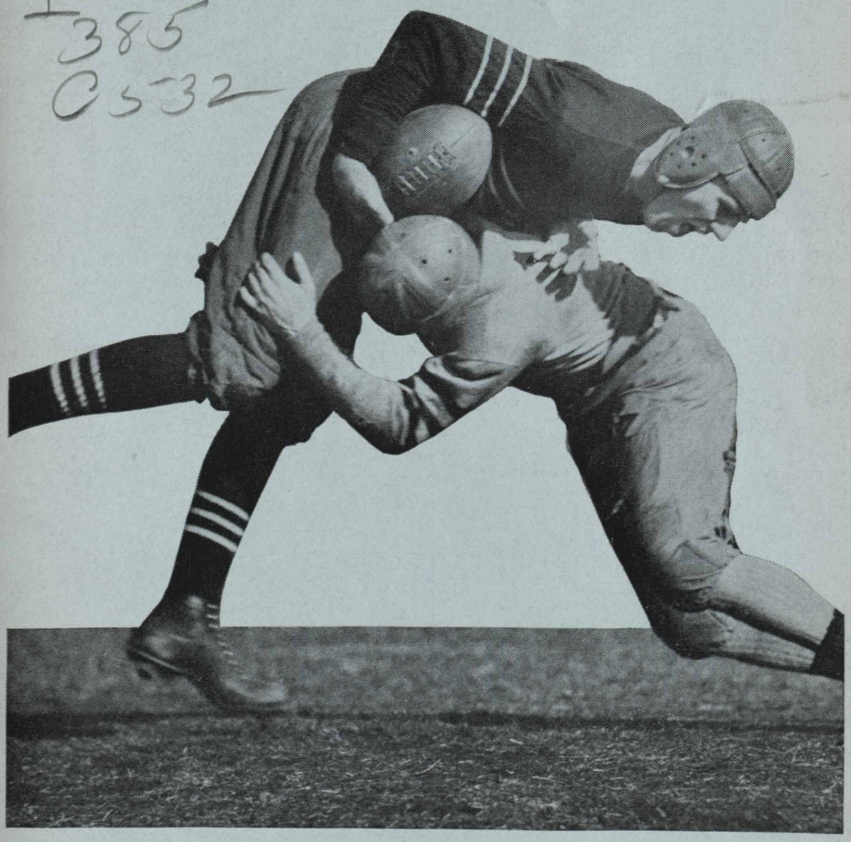


● There is a splendid opportunity for the South Shore Line football fan to see the great teams of the country in action this fall. Notre Dame, Northwestern, Chicago, Yale, Southern California, Purdue, Indiana, Wisconsin, Minnesota, Nebraska, Pennsylvania, Drake, Pittsburgh and others will appear on playing fields within easy reach of a South Shore Line station.

OUTSTANDING FOOTBALL TEAMS TO PLAY ON NEARBY FIELDS

● While the attention of all South Shore Line football fans naturally centers on the great game to be played at Soldier Field in Grant Park, Chicago, October 10, between Notre Dame and Northwestern, the month will be marked by the appearance of several other strong elevens on fields within easy reach.

On October 3—the week before the Notre Dame-Northwestern game—there will be a contest worth seeing at Dyche Stadium in Evanston when Northwestern opens its season against Nebraska. And then on October 17 Yale will play its first game in the middle west when its team meets the University of Chicago at Stagg Field. The same Saturday, October 17, will see two other interesting games. Northwestern will play the University of California (So. Branch) at Dyche Stadium, and Drake will come to South Bend to play Notre Dame.

Pittsburgh will meet Notre Dame in South Bend October 24, and Indiana University will play the University of Chicago at Stagg Field the same afternoon. October 31 will be marked by the appearance of two great conference elevens in this territory. Purdue will play Chicago at Stagg Field and the University of Illinois will play Northwestern at Dyche Stadium.

These playing fields are easily accessible. Soldier Field is a few steps from the 12th Street South Shore Line station. Stagg Field is a 10-minute walk from the 63rd Street station. To reach Dyche Stadium leave the South Shore Line at one of the loop stations and walk one block to Wabash avenue where the "L" takes you within a few blocks of the field. Street cars, buses and taxis are at the South Bend station to take you to Notre Dame's new stadium. Plan to arrive at the field half an hour before the kick-off so you won't miss the spectacular parades.

YOU'LL WANT TO SEE THESE GRID GAMES

SOLDIER FIELD, CHICAGO

Oct. 10—Notre Dame vs. Northwestern

STAGG FIELD, CHICAGO

Oct. 17—Chicago vs. Yale
Oct. 24—Chicago vs. Indiana
Oct. 31—Chicago vs. Purdue
Nov. 7—Chicago vs. Arkansas
Nov. 21—Chicago vs. Wisconsin

DYCHE STADIUM, EVANSTON

Oct. 3—Northwestern vs. Nebraska
Oct. 17—Northwestern vs. California (So. Branch)
Oct. 31—Northwestern vs. Illinois
Nov. 7—Northwestern vs. Minnesota
Nov. 14—Northwestern vs. Indiana

NOTRE DAME, SOUTH BEND

Oct. 17—Notre Dame vs. Drake
Oct. 24—Notre Dame vs. Pittsburgh
Nov. 7—Notre Dame vs. Pennsylvania
Nov. 21—Notre Dame vs. So. California

AGENTS WILL HANDLE N. D. FOOTBALL SEATS

● For the benefit of patrons of the South Shore Line wishing to attend Notre Dame football games to be played in South Bend this fall, ticket agents at Randolph Street, 63rd Street, Hammond, East Chicago, Gary and Michigan City will have seats for sale ten days preceding each game.

FASTER TIME FOR TWO TRAINS, FEATURE OF WINTER SCHEDULES

● A further reduction in the running time of two trains is made under winter schedules effective on the South Shore Line with the change to Central Standard Time, Sunday, September 27. The two trains to maintain faster schedules are the Industrial Limited, carrying a dining car daily except Sunday, which leaves the Randolph Street terminal in Chicago at 7:10 a. m., and the Notre Dame Limited, carrying a parlor car daily except Sunday, which leaves Chicago at 8:09 a. m.

Train service every hour between Chicago and South Bend and every half hour between Chicago and Gary is continued under the new schedule.

Eleven trains carry either parlor cars or dining cars or both on week-days and two trains carry parlor cars Sundays.

Another important change is in the schedule for the Fort Dearborn Limited, crack morning parlor-dining car train out of South Bend for Chicago. Under the revised schedule it leaves South Bend at 7 a. m., instead of 7:04 a. m., Michigan City at 7:39 instead of 7:44 and Gary at 8:06 instead of 8:11, arriving at Randolph Street, Chicago, at 8:53 a. m., instead of 8:57 a. m. as heretofore.

Minor changes have been made in schedules of several other trains.

TO USE SOUTH SHORE

● The South Shore Line will be used by the Notre Dame football team to Chicago for the Northwestern game at Soldier Field, October 10.

USE EASTERN TIME IN MICHIGAN

● Five trips daily in each direction between downtown Chicago and Southwestern Michigan are featured in new schedules of the coordinated rail and motor coach service of the South Shore Line. Trains leaving Randolph street at 5 a. m., 8:09 a. m., 11 a. m., 2 p. m., and 5:15 p. m., Central Standard Time, connect at Michigan City with coaches serving communities along U. S. Highway No. 12 to St. Joseph-Benton Harbor.

Returning, motor coaches leave the Benton Harbor station at 7:10 a. m., 10:10 a. m., 1:10 p. m., 4:10 p. m., and 6:10 p. m., Eastern Standard Time. They leave St. Joseph seven minutes later. In Michigan City they make direct connections with trains for downtown Chicago.

Eastern Standard Time was adopted for all points in Michigan by the motor coach division of the South Shore Line for the convenience of patrons of the line, the majority of whom live in communities now using the faster time.

COAL MEN PLAY GOLF AT LONG BEACH

● One hundred and twenty-five members of the Chicago Coal Merchants Association, who spent October 17 on the golf links at Long Beach Country club, used special South Shore Line service on their trip to and from Michigan City.

SOUTH SHORE LINE MAKES MANY IMPROVEMENTS DURING SEASON

● The bulk of the South Shore Line's construction work for the 1931 season has been completed, according to an announcement by Charles H. Jones, general manager of the Chicago South Shore and South Bend Railroad.

Improvements at Michigan City include installation of a modern fire sprinkler system to safeguard the two shops buildings, and rehabilitation of the old shops building for use in inspecting cars and making light repairs.

Work of tie-plating the entire road for 72 miles between South Bend and the Calumet River drawbridge has been completed. This was begun six years ago when the present management took over the road as part of the general rehabilitation program inaugurated at that time.

Approximately eight miles of single track were re-ballasted: two and one-half miles between Burns Ditch and Fulton Road, where limestone or slag was used; one and one-half miles at Wilson, and four miles between 134th Street and Kensington. More than 5,500 ties were replaced.

Using the power ditcher and spreader purchased last winter, the north side of the roadbed between Michigan City and South Bend, a distance of more than 30 miles, was widened and re-ditched to afford better drainage. Subditches were dug along cuts.

The roadbed was oiled 34 miles between Michigan City and East Chicago; and experiments with a new chemical weed killer were so successful it may be adopted for use next year.

● South Shore Line workers ballasting tracks near Wilson. The bulk of the season's construction work has been finished.

STATION COUNTERS BOAST GOOD COFFEE

● Particular care is taken in the preparation of coffee served at the luncheon counters maintained by the South Shore Line in stations at Gary, Michigan City, South Bend and Benton Harbor. Try a cup one of these days when you are in a hurry. Candy, cigars, cigarettes, newspapers, magazines, playing cards, pastries, sandwiches and fountain drinks are also on sale at reasonable prices.

PRAIRIE CLUB EXHIBIT AT FIELD'S

● An exhibit of photographic studies made by members of the Prairie Club will be on display in the Narcissus Room of the Marshall Field & Company store, October 15 to 24. Members of this organization are frequent patrons of the South Shore Line, using the road to various points in the dunes. Many of the photographs will be of dunes subjects.

TRAINS CONTROL CITY TRAFFIC LIGHTS

● As a further step in the railroad's campaign to eliminate crossing accidents, the traffic lights at Tenth street and Willard avenue, Michigan City, Indiana, have been coordinated with the movement of trains of the Chicago South Shore and South Bend Railroad by a device put in operation last month through cooperation of city officials.

The traffic lights, of the familiar three-color type, operate at regular intervals for the guidance of automobile and street car traffic. An approaching South Shore Line train sets the new device in operation when 1,500 feet from the crossing.

If the lights toward the approaching train are green, they will remain green until the train has passed. If they are red, they will remain red until the end of the regular interval when they will change to green and remain green until the train has passed.

A somewhat similar installation made two years ago by the South Shore Line at Chicago avenue, Michigan City, has proved successful. Both were designed by B. L. Smith, signal supervisor of the South Shore Line.

Sample Luncheon Menu

Ripe Olives Celery

Vegetable Soup

Choice

Salmon Cutlets, creole
Boiled Sugar-Cured Ham and Cabbage
Grilled Salisbury Steak, Mushroom Sauce
Omelette with Minced Ham and Green Peppers
Cold Roast Prime Ribs of Beef, Potato Salad

New Potatoes, Persillade June Peas

Choice

Southern Bread Pudding, Orange Sauce
Home-Made Blueberry Pie
Ice Cream with Nabisco Wafers

Hot Corn Muffins or Assorted Bread

Coffee, Buttermilk, Tea or Milk

One Dollar Per Person
Dining Car Service

NEW SAFETY FEATURE

● Here are the traffic lights at the Willard avenue crossing in Michigan City, warning automobile drivers of the approach of a South Shore Line train. Automatic controls just installed prevent lights from changing while trains are passing.

HOTEL RANGES MADE IN PLANT AT SOUTH BEND ARE WIDELY USED

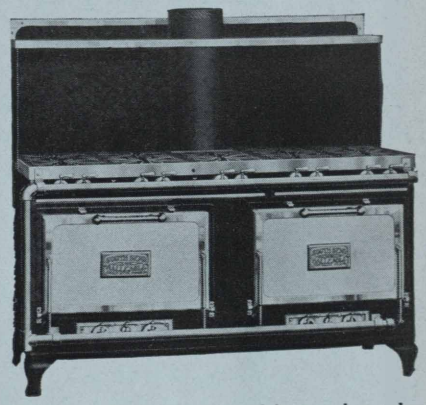
● If you had your last meal in a restaurant in the territory served by the South Shore Line the chances are more than 50-50 that your food was prepared on a range manufactured by the Malleable Steel Range Manufacturing company of South Bend, Indiana. If you happened to eat in one of the "dining car" lunch rooms which have become so popular within the last few years, the chances are even better than that.

For this company, which has been manufacturing cooking ranges for more than 33 years, has more than two-thirds of all restaurant jobbers handling its line of short order and hotel ranges, and its product is known to restaurant men throughout the length and breadth of the country.

More than 150 persons are employed in the works, located at 211 Cherry street in South Bend. The plant's annual output of ranges and heaters totals more than 10,000. In addition to 40 hotel models, each of which is produced in three different styles, the Malleable company also manufactures 12 models of domestic ranges and five circulating heaters.

For a long period of years Mr. Jacob Woolverton, vice president and plant manager, and the men associated with him in the Malleable company, have devoted special attention to the stove problems of the restaurant men. First, coal and wood burning ranges were developed with every detail carefully worked out for the convenience of the short order cook or chef.

As gas came into use for cooking a hotel line of ranges using the fuel was developed and the Malleable company considers itself able to supply ranges which will meet any need of the restaurant man. Shown in the picture is one of the standard restaurant ranges produced by the company.



● One of the 40 hotel models turned out by the Malleable Range company of South Bend. Malleable ranges are used in many cafes in the territory of the South Shore Line.

CIVIC OPERA ENGAGES EUROPEAN STARS

● A number of artists who have become established favorites with European audiences will make their American debuts during the season of the Chicago Civic Opera which opens November 2. Among these are Jan Kiepura, tenor of the Vienna State Opera, Paolo Marion, tenor of the same stage, Iva Pacettl, Italian soprano, Claire Clairbert, Belgian coloratura soprano, Conchita Supervia, Spanish mezzo-soprano, Vittoria Damiana, Italian baritone and Sergio Benoni, Russian basso.

SULPHO-SALINE BATHS ATTRACT CITY WORN

● The mineral baths, which bring hundreds of sufferers from rheumatism to Benton Harbor and St. Joseph each year, have been increasingly patronized during the last few months. The hot sulpho-saline waters are said to be especially satisfactory in removing inflammatory thickenings of a rheumatic nature. Hotels in both communities give these baths at a reasonable charge.

The hotels in both St. Joseph and Benton Harbor provide the finest accommodations for guests. Each tries to outdo the other in looking after the comforts of the visitor and in making his stay away from business cares a pleasure. Fine theaters, indoor golf and many opportunities for vigorous outdoor sports offer recreation for the visitor to Michigan's "twin cities."

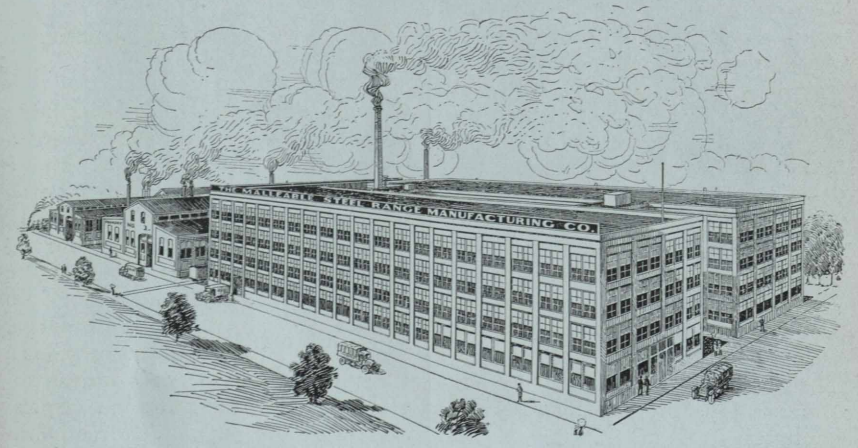
All steel express trains of the South Shore Line leave the Randolph street Illinois Central suburban station in Chicago for Michigan City where fast motor coaches are waiting for the short trip up the lake shore to St. Joseph and Benton Harbor. There is no inconvenience nor delay in transferring from train to motor coach. Eleven South Shore Line trains carry parlor cars and diners daily except Sunday.

BLACKBIRD SYMPHONY

Over the marshland a flock of birds
Chatter and chirp without rime, or words,
Trilling and singing the strangest song,
Now, as the shadows grow weird and long,
Perched on the greenery, like black seeds,
Strung on the edge of the marsh like beads.
Dissonance, harmony . . . nature's own . . .
Over the rim of the far dunes blown,
Mellow or strident, tender or shrill,
Echoing now to the farthest hill,
Nature—so modern in harmony—
Broadcasts a marvelous symphony.

—Clara Edmunds-Hemingway
in the Chicago Daily News.

MALLEABLE PLANT IN SOUTH BEND



● Where 150 persons are employed in the manufacture of a varied line of ranges for restaurant and domestic use. The company's annual output is approximately 10,000 ranges.

PARLOR CARS AND DINERS CHARM PASSENGERS

● Patrons of the South Shore Line will find just the right degree of simplicity and comfort in the thoughtful accommodations offered in the road's dining car and parlor car services. Food served on the $1 luncheon and $1.50 dinner is as abundant and as well cooked as in any good hotel or cafe where similar prices are charged. The downy chairs and well appointed lounges of the parlor-observation cars will satisfy the most meticulous.

Diners are on trains leaving Chicago at 7:10 a. m., 12 noon and 5:15 p. m., and on trains leaving South Bend at 7 a. m., 12 noon and 5 p. m., daily except Sunday. Parlor cars leave Chicago Sundays and weekdays at 10 a. m., and weekdays only at 8:09 a. m., 12 noon, 3 and 5:15 p. m. They leave South Bend Sundays and weekdays at 5 p. m., and weekdays only at 7 and 10 a. m., 12 noon and 3 p. m.

HIGHEST HONORS WON TWO YEARS AGO

● Two years ago this October the Chicago South Shore and South Bend Railroad received the two highest national honors in its field. It was awarded the Electric Traction speed trophy for providing the fastest electric interurban service in the United States and Canada. It received the Coffin award and a prize of $1,000 for making the year's most distinguished contribution to the development of the industry. During the two intervening years the South Shore Line has increased the speed of its trains on three different occasions. It has likewise, it is believed, continued its distinguished contributions to the transportation industry.

ASSURES STABILITY

● "No greater contribution could be made to assure the stability of the nation and the advancement of its ideals than to make it a nation of home-owning families."

—Calvin Coolidge.

FIELD MUSEUM SHOWS BABYLONIAN EARRINGS

● Four gold earrings, which experts believe were worn by ladies at the court of King Nebuchadnezzar who ruled over Kish and Babylon 2,500 years ago, are now on exhibition in the Stanley Field hall of the Field Museum of Natural History. The ornaments were found by the Field museum-Oxford university joint expedition to Mesopotamia in Babylonian graves on the site of the city of Kish.

CHICAGO CITY SERIES TO START SEPTEMBER 30

● The Chicago city series between the Cubs and White Sox will be played starting September 30. The first two games will be played at Wrigley Field, the next three at Comiskey Park, and any remaining games at Wrigley Field.

NOTRE DAME FOOTBALL EXCURSIONS

● Round trip excursion tickets will be on sale at Chicago stations each week end that Notre Dame plays in South Bend.

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 7 NOVEMBER, 1931 NO. 1

NOVEMBER OFFERS Tempting Gridiron Fare To South Shore Line Football Fans

■ The month of November offers a tempting fare to the football fan who lives in the territory served by the South Shore Line. The eyes of the entire sport world will be focused on the game to be played in South Bend, November 21 between the University of Notre Dame and the famous Trojan team from the University of Southern California. As usual, the South Shore Line will be the favored means of transportation to the game, hundreds of Chicagoans and residents of the Calumet region preferring the fast train service to the uncertainties of highway travel through this congested district.

A special round-trip excursion rate of $3.65 will be in effect from Chicago the day of the game; and a rate of $4.25 will be in effect for the week end, Friday noon to Sunday midnight. The same round-trip rates will also prevail the week end of November 7, when another interesting game will be played on Notre Dame's home field between the Irish and the eleven from the University of Pennsylvania.

Football tickets for either the Notre Dame-Southern California game or the Notre Dame-Pennsylvania game may be purchased from South Shore Line ticket agents in Michigan City, Gary, East Chicago, Hammond and in Chicago at 63rd street and Randolph street. These are placed on sale 10 days preceding the games.

In addition to the games scheduled in South Bend during November, there are four games to be played in Chicago and Evanston which promise to draw thousands of spectators. Northwestern, one of the outstanding Big Ten teams of the season, will play Minnesota at Dyche Stadium, Evanston, on Saturday, November 7; and the following week, November 14, will play Indiana on the same field.

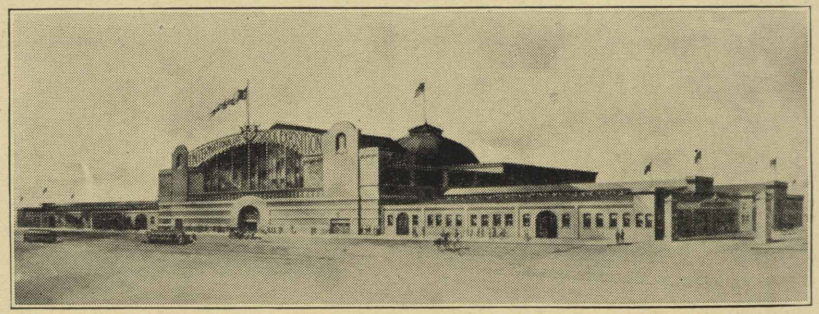
Arkansas will meet Chicago at Stagg Field November 7; and Wisconsin, another leading conference team, will play Chicago at Stagg Field November 21.

These stadia are all easy to reach. Stagg Field is a 10-minute walk from the 63rd Street station. To reach Dyche Stadium leave the South Shore Line at one of the loop stations and walk one block to Wabash avenue where the "L"

AGENTS SELL N. D. FOOBALL SEATS

■ For the benefit of patrons of the South Shore Line wishing to attend Notre Dame football games to be played in South Bend this fall, ticket agents at Randolph Street, 63rd Street, Hammond, East Chicago, Gary and Michigan City will have seats for sale ten days preceding each game.

HEADQUARTERS FOR CHICAGO STOCK SHOW



■ Pavilion at Union Stock Yards, easily reached over the South Shore Line and "L", where the annual stock and grain exposition will be held November 28 to December 5.

takes you within a few blocks of the field. Street cars, buses and taxis are at the South Bend station to take you to Notre Dame's new stadium.

Plan to arrive at the playing field a half hour before the game starts so you won't miss any of the parades. These are becoming more and more spectacular each year and add much to the color of the game. Most games start at 2 p. m.; but the Southern California game at South Bend starts at 1:30 p. m.

TELLS WHY SHE LIKES DINERS, PARLOR CARS

■ Last night was the grandest evening," writes a young woman patron of the South Shore Line. "We went in to see 'Once In A Lifetime' at the Selwyn theatre in Chicago.

"Although I work, and we had to get a late start, the whole evening — dinner and show — was a most leisurely affair. We took the 5:48 South Shore Line parlor car and had dinner on the way. I enjoyed every bit of it, and it was such a relief to talk over our coffee instead of having to dash down a sandwich as we used to do when we drove.

"Back in the parlor car I felt perfectly relaxed in its warmth and light. We actually made a lark 'en transit'. We talked about how much we expected to enjoy the stars of the show. And all the while we sat facing each other in the parlor car—just as though we were in the smoking lounge at the theatre. Incidentally, I like to smoke, and this is one of the reasons I like the South Shore parlor cars and diners."

DRAKE TEAM TRAVELS WITH SOUTH SHORE

■ The Drake University football squad used the South Shore Line between Chicago and South Bend, October 17, for the game with Notre Dame in the new stadium. Before the game a lunch, consisting of dry toast and beef broth, was served. After the game a full steak dinner was served the players on their trip back to Chicago. Ossie Solem, director of athletics, accompanied the party. There were approximately 30 men on the squad in addition to officials.

CHICAGO STOCK SHOW, Nov. 28 to Dec. 5, Promises to Be Best in History

■ A greater number of exhibitors than ever before have arranged to participate in the annual International Live Stock Exposition and Grain and Hay Show to be held at the Union Stock Yards, Chicago, the week of November 28 to December 5. Because of the many patrons of the South Shore Line who attend, special round trip rates of fare and one-half will be in effect.

The pavilion is easily reached. Trains direct to the yards operate over the Chicago "L" and may be boarded only a few steps from the South Shore Line stations at 63rd street, 12th street, Van Buren street or Randolph street.

More than 12,000 head of the finest specimens of leading herds studs and flocks will be shown by exhibitors from all parts of the country. The world's largest display of field crops is promised those who will visit the grain and hay show. The horse show, coming as it does at the close of the season, climaxes and outdoes all similar spectacles.

There will be hundreds of displays to show latest developments in farming, prepared by agricultural experts from leading schools. The wool show offers an attractive display from leaders in this important field; and the auction sales of prize winners, where record breaking prices are brought, is a popular feature of the annual show.

Judging contests attract many entrants from schools both in America and Canada and the annual show is also a rallying point for the 4-H clubs of the country.

SAMPLE DINNER MENU

(DINING CAR SERVICE)

Chilled Grapefruit Juice — Shrimp Cocktail

Radishes — Mixed Olives
Michigan Celery

Cream of Fresh Tomato, Croutons
Consomme, Julienne

Choice
Broiled Lake Superior White Fish, Maitre d'Hotel
Omelette with Fresh Tomatoes, Broiled Bacon
Fried Oysters, Tartar Sauce—Cole Slaw
Roast Duckling, Stuffed—Apple Sauce
Grilled South Shore Sirloin Steak

Baked Idaho Potato — Au Gratin Potatoes
Baked Hubbard Squash

Head Lettuce, Salad
Thousand Island Dressing

Choice
Green Apple or Cherry Pie (Made on Car)
Neapolitan Ice Cream, Nabisco Wafers
Imported Roquefort Cheese with Toasted Water Crackers

Hot Graham Muffins

Coffee — Tea — Milk

One Dollar and Fifty Cents

ADLER PLANETARIUM

■ Objects of special interest in the sky will be discussed by lecturers at the Adler Planetarium, Grant Park, Chicago, during the month of November. Lectures are at 11 a. m., 3 p. m., and 8 p. m., each Monday, Tuesday, Thursday and Friday. Wednesdays and Saturdays lectures are at 11 a. m., and 3 p. m.; Sundays at 3 and 4 p. m.

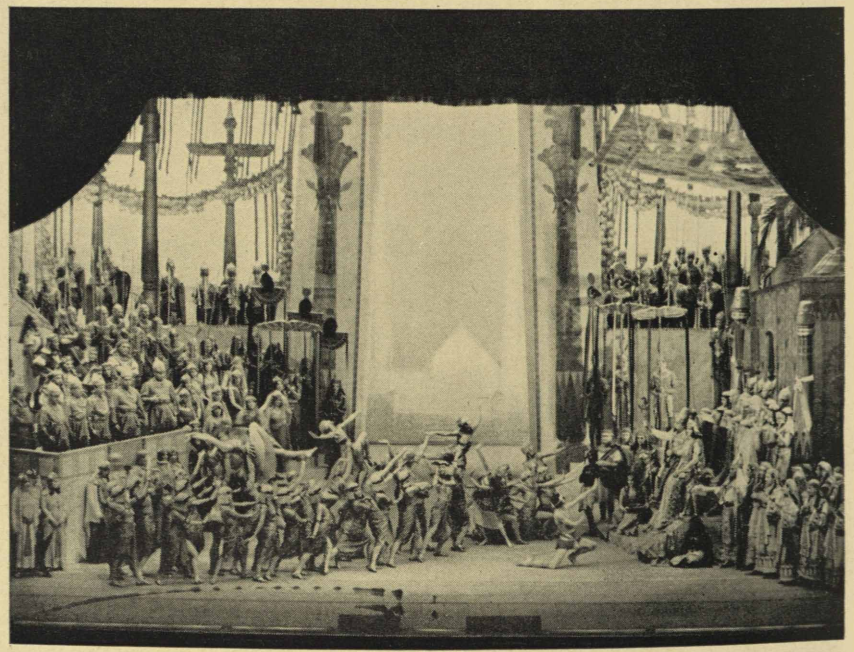
BRILLIANT OPERA Season To Open In Chicago, Monday, November 2

■ A list of 32 different operas will make up the repertoire of the Chicago Civic Opera which opens its season the evening of November 2. The management was guided, in large measure, by responses to a questionnaire sent out last spring to subscribers.

More than half of the season's performances will be devoted to operas sung in Italian. There will be one production in English. Comedy has been stressed in the selections, particularly in the German repertoire. Of the ten works to be sung in German and the one English offering, "Hansel and Gretel," a translation of a German opera, five are comedies and one is a modern German melodrama, leaving only five Wagnerian numbers on the list.

Many of the new season's offerings have been absent from the repertoire for one or more seasons. Among these are: "Boris Godunoff," "The Elixir of Love," "La Gioconda," "The Jewess," "Lucia di Lammemoor," "Martha."

The role of Rosina in "The Barber of Seville" will be sung in the original key for the first time in many years in Chicago because Mme. Conchita Supervia, guest artist has been cast in the leading role.



■ Pharaoh prepares to welcome home the triumphant general Rhadames in this scene from Act II of Verdi's "Aida," one of the operas to be presented in the season of the Chicago Civic Opera which opens November 2.

MICHIGAN PATRONS Can Easily Spend Full Business Day in Chicago

■ An increasing number of persons living in Benton Harbor, St. Joseph and other points in Southwestern Michigan are taking advantage of the new coordinated motor coach and train schedules to spend a day in Chicago. By leaving Benton Harbor at 7:10 a. m., Eastern Standard Time, and making direct connections at Michigan City with the crack diner-parlor car train, the Fort Dearborn Limited, they arrive in downtown Chicago at 8:53 a. m., Central Standard Time, for a full business day in the city.

The majority of these riders return on the St. Joseph Valley Limited leaving Chicago at 5:15 p. m., Central Standard Time, likewise carrying diners and parlor cars daily except Sunday. Transfer is made to a waiting motor coach in Michigan City at 6:32 Central Time, enabling them to be in Benton Harbor at 8:55, Eastern Time.

Four other trips in each direction are scheduled daily. Coaches leave Benton Harbor at 10:10 a. m., and 1:10, 4:10 and 6:10 p. m., Eastern Time. Trains connecting with coaches leave Chicago at 5, 8:09 and 11 a. m., and at 2 p. m., Central Time.

A special low round trip rate of $4.75 is in effect between Benton Harbor-St. Joseph and Chicago. Return tickets are good for 30 days.

OFFICIALS HONORED AT A. E. R. A. MEET

■ Honors came to several officials of the Chicago South Shore and South Bend Railroad during the convention of the American Electric Railway Association in Atlantic City, N. J., last month. Robert M. Feustel, president of the South Shore Line, was named to the executive committee of the association. Charles H. Jones, general manager of the road, was elected president of the engineering association, and E. H. Utley, Jr., general auditor, was made third vice-president of the accountants' association.

■ And as any motorist who has tried to dispute the Dunes highway with a perspiring truck driver knows, there is more truth than poetry in this South Shore Line billboard near Tremont.

COLORFUL STEEL Kitchen Furnishings Made in Michigan City Factory

■ The Cabranette Corporation of Michigan City is another of the progressive manufacturing concerns which has chosen the territory served by the South Shore Line for its plant. Employing between 50 and 125 men this company produces a complete line of steel kitchen equipment distributed through more than 100 representatives in the United States and abroad.

Basing its sale program on the theory that the truly modern woman will no longer give house room to wood kitchen equipment Cabranette has developed a line of ranges, refrigerators, drainboards, sinks and cabinets finished "in the permanent beauty of colorful porcelain on steel."

Porcelain first was used in the bathroom, and then entered the kitchen in the form of porcelain sinks. Later, table tops and refrigerators were finished in porcelain, and today Cabranette units are built of heavy gauge steel. The front is finished in vitrified porcelain enamel and comes in a large assortment of color combinations.

■ By using different sizes of refrigerators, ranges, sinks, cabinets and drainboards, the kitchen equipment may be expanded or contracted to be accommodated to most any size room. Special assemblies to meet unusual problems are also built on order by Cabranette.

The Cabranette Corporation is affiliated with the Murphy Door Bed company and its kitchen equipment is distributed through the agents of that concern. Its products are particularly suited to the needs of the apartment house dweller and the majority of Cabranette kitchens heretofore have been used in the cities where apartments are most numerous.

Within the last few years, however, there has been an increasing demand for Cabranette kitchens for individual homes. Kitchens in both large and small houses are now being supplied in tinted porcelain. Many hospitals, dormitories and armories and laboratories have turned to Cabranette for kitchen outfitting.

■ The plant, located just west of the South Shore Line shops and general offices in Michigan City, is modern in every respect and is ideally laid out for efficient production. Raw materials are unloaded from a South Shore Line side track at the south end of the building, and the finished products are crated and loaded onto the South Shore Line at the northeast corner of the building.

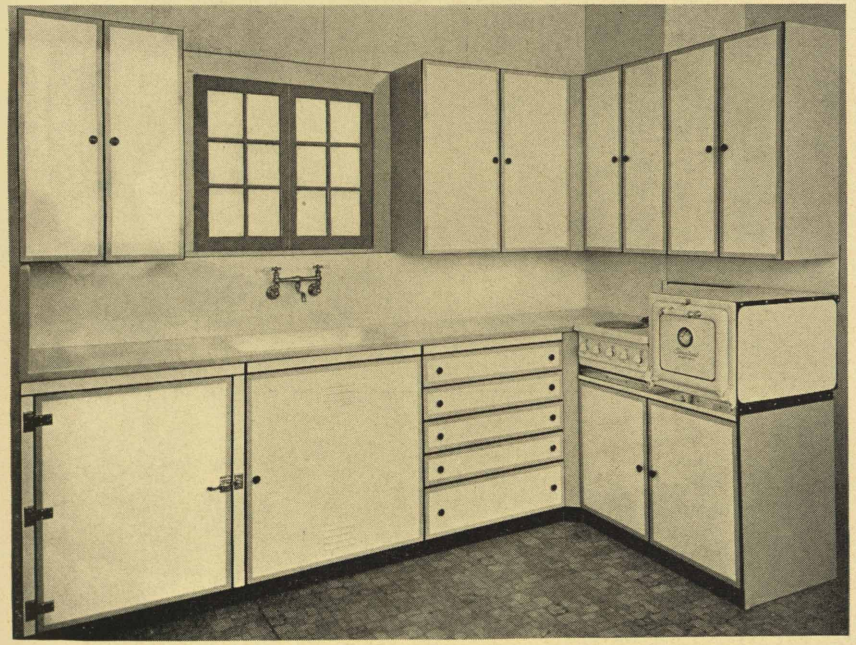
Machining, cutting, shaping, enamelling, assembling and crating are all done under the one roof.

Officers of the company are J. L. Wiener, president; W. L. Murphy, secretary-treasurer; John C. Fendt, assistant secretary, and A. L. Welham, works manager.

TRAINS PAUSE TO HONOR EDISON

■ All trains and motor coaches of the South Shore Line halted for one minute at the hour of funeral services for Thomas A. Edison the afternoon of October 21.

ALL STEEL KITCHEN ASSEMBLY



■ Here is a typical assembly of porcelain steel kitchen equipment manufactured by the Cabranette Corporation in Michigan City. Units are provided to fit any available space and to provide storage area and working facilities of any desired size. One Cabranette installation in a 16-room New York apartment, stretches through three service rooms.

CONCESSION COUNTERS POPULAR

■ A constantly increasing business is being done by the soda fountains and lunch counters maintained by the Chicago South Shore and South Bend Railroad in its passenger stations in South Bend, Michigan City, Benton Harbor and Gary.

NEW FACTORY

■ Approximately 30 men will be employed by the Mastic Asphaltic Products company, a new industry which will begin the manufacture of asphalt roofing and exterior sheeting for frame houses in Michigan City January 1.

CRITICS SEE PREMIERE OF FOOTBAL MOVIE

■ Twenty persons were in the special party from Chicago which attended the world premiere of the motion picture "The Spirit of Notre Dame" shown in South Bend October 7. Newspaper critics and theatrical managers made up the group which took dinner on the South Shore Line train enroute.

SHAKESPEAREAN SEASON

■ Fritz Lieber and a distinguished cast are offering a Shakespearean repertoire in Chicago again this year. The plays are presented at the Majestic instead of at the Civic Theatre as heretofore.

SPECIAL PARTIES USE TRAINS

■ When 125 members of the Chicago Coal Merchants' Association came out to Michigan City to play golf September 17 they brought their own band along with them on the special South Shore Line Train.

■ Thirty members of the Michigan City Manufacturers' Club used the South Shore Line to and from Chicago October 16 for an evening at the Illinois Theatre where "The Green Pastures" is playing. Dinner was served enroute.

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SOUTH SHORE LINES

PUBLISHED FOR PATRONS OF THE CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

VOL. 7 DECEMBER, 1931 NO. 2

A BOOK OF TICKETS TO CHICAGO MAKES AN ATTRACTIVE XMAS GIFT

● Ten-ride and 25-ride books to Chicago, on sale at South Shore Line stations in Michigan City, Gary, East Chicago and Hammond, will be furnished in attractive Christmas boxes to those who wish to give them as gifts to friends or relatives this season.

The 10-ride and 25-ride books are good for one year and entitle the bearer to transportation in either direction between Chicago and the city in which he resides. They make a novel and ideal Christmas remembrance opening up the way to pleasurable hours in the city and reminding the recipient of the donor throughout the year.

From Hammond, a 10-ride book to Randolph street, Chicago, costs $3.66; a 25-ride book, $8.36.

From East Chicago, a 10-ride is $4.01; a 25-ride, $9.16.

From Gary, a 10-ride is $5.41; a 25-ride, $12.36.

From Michigan City, a 10-ride is $11.14; a 25-ride, $24.37.

Books of rides to and from other points are also on sale at stations and prices may be learned from agents.

If it is not convenient for you to come to the station, send your remittance to the South Shore Line, Michigan City, Indiana, being sure to specify the kind of ticket you desire, and the ticket and gift box will be mailed to you.

● Ten-ride and 25-ride books, dressed up in Holiday attire, on sale by ticket agents.

FIVE MORE SWITCHES TO HAVE HEATERS

● Five sets of electric switch heaters, designed to keep switches free from snow and ice during stormy weather, will be installed for use this winter by the South Shore Line.

This is in accordance with the South Shore Line's policy of taking advantage of newest developments in railroad practice and follows successful experiments with switch heaters last winter.

The new heaters will be installed on switches at Burns Ditch, Meadowbrook, the west end of Tamarack siding, and at both ends of the siding at Davis. Heaters are already installed at Virginia street, Gary, and at the east end of Tamarack siding.

MANY FOOTBALL FANS USE SERVICE

● One of the largest football crowds in the history of the road was handled between Chicago and South Bend the week end of the Notre Dame-Southern California game, November 21. Special service was furnished during the morning from Chicago and returning after the game. Several parties reserved parlor cars and special cars for the trip.

SIX MILLION VISIT SHEDD AQUARIUM

● At the end of October attendance at the John G. Shedd Aquarium, in Grant Park, Chicago, had reached a total of 6,223,323, according to W. H. Chute, director. This represents a daily average of 12,300 visitors for the 17 months the aquarium has been open. Of this total, 5,985,188 were admitted free and 248,135 paid admission.

LUNCHEON COUNTERS OFFER VARIED FARE

● Prompt service and reasonable prices serve to make the luncheon counters maintained by the South Shore Line in passenger stations at South Bend, Michigan City, Gary and Benton Harbor popular with the railroad's patrons. Hot and cold lunches, fountain drinks, reading matter, tobacco and other needs of the traveler may be supplied at these stands.

FAMOUS CHICAGO LAWYER USES SOUTH SHORE

● Clarence Darrow, noted criminal lawyer, who championed the cause of the agnostic in a debate on religion held in South Bend last month, is shown leaving South Shore Line train. Others are, left to right: R. C. Stephenson, former president of the American Bankers' Association and head of the St. Joseph Loan and Trust company; Rabbi W. M. Stern, who argued for the Jewish faith; Dr. John A. Lapp, who represented Catholicism; Mr. Darrow; and Rev. Elmer Ward Cole, Presbyterian, who championed Protestantism.

Photo by South Bend Tribune

EXHIBIT CHINESE JADE AT FIELD MUSEUM

● Jade, a sacred stone of old China, carved into 1,200 objects of art, is the predominating subject of a collection just placed on exhibition at the Field Museum in Chicago. The objects range from about 2000 B. C. to the end of the eighteenth century. This span of nearly 4,000 years covers the development of jade carving, one of the fine arts of China.

Folklore and the customs of the Chinese people are reflected in the work. The ancient Chinese notion of the shape of the earth, flat and square outside, and rounded in the interior are revealed in emblems of the earth deity carved from jade. In the collection is a pair of jade sandals, which were worn by ancient sovereigns during the imperial sacrifice to the deity of heaven.

Many of the jades are found carved in the form of insects, especially cicadas. These were sent to the funerals of one's friends and placed on the tongue of the corpse.

The large group of jade objects represents 20 years of effort on the part of collectors.

The Field Museum is easily reached from the South Shore Line. It is about a three-minute walk east from the 12th street station.

DINING CAR MEALS TASTY, ECONOMICAL

● Probably no one feature of the service provided by the South Shore Line is more pleasantly surprising than the tastiness, and the economy, of the meals served in the dining cars. The food on the $1 luncheon and $1.50 dinner is as plentiful, and as well cooked, as in any good hotel or restaurant where similar prices are charged.

Diners are attached to six trains daily except Sunday, leaving Randolph street station in Chicago at 7:10 a. m., 12 noon and 5:15 p. m.; and leaving South Bend at 7 a. m., 12 noon and 5 p. m.

Parlor observation car service is also furnished by the road; chairs selling for 50 cents.

DECEMBER HOCKEY

● Nine hockey games to be played in the Chicago stadium, 1800 W. Madison street, are scheduled for December by Chicago's two big league teams, the Black Hawks and the Shamrocks. Seats are on sale at the box office or at the Hub store, State and Jackson, for Black Hawk games; and at Spalding's, 211 S. State street, for Shamrock games. To reach the stadium leave the South Shore Line at one of the loop stations and take the "L".

BLACK HAWKS

Dec. 2	Montreal Canadiens
Dec. 13	Boston
Dec. 16	Detroit
Dec. 20	Toronto
Jan. 1	New York Americans

SHAMROCKS

Dec. 6	Kansas City
Dec. 10	Duluth
Dec. 19	Kansas City
Dec. 22	St. Louis
Dec. 27	St. Louis

SKI MEET, JAN. 24

● Sunday, January 24, has been set as the date for the Ogden Dunes Ski meet which each year attracts thousands of spectators to the large steel slide east of Gary. Special South Shore Line service will be furnished to the meet.

NAILS RUMOR THAT CHICAGO'S 1933 EXPOSITION IS TO BE POSTPONED

By Howard R. Smith

Reprinted from the Commerce Magazine November 1, 1931

• Twenty months from the date of this writing, or June 1, 1933, a world exposition of transformation of human living conditions through ministrations of science will open its gates to public entry with all the remarkable story of a century in which the progress of man measures as much as the progress made in forty preceding centuries.

Every nation, every state, every city, knows that Chicago thus will celebrate its 100th anniversary. Science knows it, business knows it. It is no secret, yet, most remarkable of all things of this remarkable fair, nothing has been promised that has not been assured, nothing is claimed that is not in hand and nothing is revealed that is not a fact.

Yet, of the inside operations of the management and finances and policies of the fair, few have known anything. Consequently there are doubters, scoffers, chronic pinks, contrary persons who argue loud on the losing sound, tin-eared gentry, whisperers — "Confidentially, old man, I have it straight: there isn't going to be a fair. Oh, yes, there'll be some building—"

• Forty-odd business men sat around a luncheon table in the great administration trustee room of the Century of Progress Exposition's administration building, drinking up the words of a small, rather rotund, pleasant-voiced speaker who discoursed calmly, incisively, unemotionally about the World's Fair of 1933.

"You gentlemen as business men, will want to know something about the finances," intoned the speaker, and continued to talk in the same conversational manner until he had unfolded a story that left amazement and admiration among the critical men, successful men, experts, these members of the executive committee of the Chicago Association of Commerce.

The speaker was Dr. Allen D. Albert, publicist, one-time president of Rotary International, civic expert, now assistant to the president of the Century of Progress and master in the craft of world-fair organization.

So gentle was his manner that the astonishment he created was the more striking. He spoke not of himself but of Rufus C. Dawes, the president, and General Charles G. Dawes, chairman of the Financial committee of the exposition; of the 409 scientists who accepted with one voice their responsibility to the theme of the approaching fair; of the staff which blazes trails in engineering, architecture, illumination; and casually of "the office of Mr. Dawes." "As far as the office knows" he would say and "as far as the office has been able to learn." Such phrases are his modest hiding place.

To speak to this distinguished group is an accomplishment; to astonish them is a rare feat.

• Dr. Albert summed up the building program: Three buildings completed, that in which these men sat, called the Administration building; the picturesque log group known as Fort Dearborn, a factual reproduction from the original plans of the fort built at the point where Michigan boulevard contacts the famous two span link bridge to the north; and last the tremendous Travel and Transport structure with its great "breathing dome," a huge inverted cup suspended from a web of criss-crossing cables.

The Electrical building and the Hall of Science, under construction, will be completed in a twinkling, and each will have features going beyond the "breathing dome" to amaze and bewilder. The Hall of Science, spraddling over acres of ground, spans a roadway and is a geometrical masterpiece in the architectural development of ramps from which visitors will be treated to unexpected vistas.

• Various other buildings are in the drafting stage. Nearby are the permanent structures of Grant Park—already institutional features of the greater Chicago — the Soldier Field Stadium, seating 110,000; Adler planetarium, a modern scientific wonder; Field Museum, world renowned; Shedd aquarium.

This is twenty months before the fair is to open.

At the recent Antwerp fair, eleven months before opening, a memorial church and one exhibition building had been completed, two buildings were under construction.

At the Liege exposition eleven months before opening, the metallurgy building had been completed and two other structures started.

At Paris, eight months before opening, one building had been completed, one was under roof, one was at the stage of foundations.

Dr. Albert used no lofty adjectives. So far he had told only what one could see by motoring over the shore boulevard that passes through the grounds, or by examining preliminary exhibits in the Administration building. When the subject of financing was reached in these months of low financial morale, there must be a general quickening among those to whom this exposition is close.

The talk was in millions; between twenty-five and thirty millions has been required for earlier American fairs, so many millions in Chicago in 1893, in St. Louis in 1904, in San Francisco in 1915. All fairs had only three major sources of capital — grants from governments, admissions paid in at the gate, and the earnings of concessions. The grants had exceeded 57 per cent of the total; admissions had represented 28 per cent; concessions had yielded somewhat more than 11 per cent. Grants had been early waved away. That 57 per cent had gone to other fairs with strings, certain rights of supervision, division of authority. President Dawes had rejected it from the beginning. City, state and nation would be invited to make appropriations for exhibits but they would not be expected to make payments into the general fund. It was at this point that Dr. Albert revealed to the admiration of the experienced and acute group the astuteness with which Chicago had organized the finances for this fair.

• The first major fund decided upon to provide preliminary expenses was to be obtained from a $10,000,000 bond issue secured by a 40 per cent first lien on gate receipts. The success of this financing was testified to by the following statement issued by Ambassador Charles G. Dawes shortly before his return to the embassy at London in the late summer:

"The $11,000,000 which we had provided before the beginning of construction work last year on the Century of Progress Exposition, is approximately double the amount which was contributed by the citizens of Chicago to the World's Fair of 1893 during tthe entire period of its construction, which was $5,617,-154.33. Public appropriations and the premium on souvenir coins, in addition to this amount, made up the $13,063,-834.76 which was the total amount available for the 1893 Fair up to the time it opened its gates. After its opening, the World's Fair of 1893 had gate, concession and other receipts of $15,723,698.04."

After the eleven millions, what? As a matter of fact, only $7,600,000 of the bonds had been sold and not all the money used. It was futile to sell bonds and bank the money. But tremendous steel structures were being raised, costly labor and materials were being paid for.

"It was decided," explained Dr. Albert, "to permit the exhibitors to help pay for the buildings."

Laconically he unfolded the plan by which the exhibition space was being sold from paper diagrams at fair rates, and how the money was being brought in by the allurement of a twenty per cent discount for cash in advance.

He recalled a few of the income statements showing $29,000 for this month, $35,000 for that and so it ran.

"And that, gentlemen, is what we are living on."

• To scoffers, doubters and the confidential gentry of whisperers can be given:

"The World's Fair is the soundest business in Chicago today."

Not alone is the financing sound but the management throughout should be revealed in all detail to the public. Not only will this be the greatest show on earth, but its economy is one of its wonders.

At the head of the exposition's staff Mr. Dawes put a young engineer, Lennox R. Lohr, who had achieved a striking success in the management of the National Association of Military Engineers. By his side was Col. F. C. Boggs, who came to the Fair after exacting service as purchasing agent through the later period of construction in the Panama Canal Zone. The chief of the Department of Exhibits is Col. J. S. Sewell, another Army man, graduate of West Point, an engineer, and head of the regiment which used to include Charles G. Dawes.

• These men are proving themselves adept and effective executives—and a sign of it, as was explained after the meeting, was that they are content to employ specialists and rely on the men they employ.

That sums up a few of the wonders that are going on in the management of the 1933 World's Fair which Chicago will open to the public in, roughly, one year and eight months—the exact time 10 a. m. Thursday, June 1, 1933.

There are no great money drives. The Fair is so much bigger and so much farther ahead of any other modern fair that it is as a modern thousand-watt lamp to a candle.

One word more of the financing. This is a quotation from Charles G. Dawes. Let it tell its own story:

"Owing to our contracts for sale of exhibit space, which have been made and are being made, much of which is being paid for in advance to save discount for cash, it will probably not be necessary in order to complete the Exposition to make any additional solicitation of funds from the public."

And so goes the story of the building of the biggest World's Fair as it is viewed from behind the scenes.

COLORFUL DISPLAYS SHOWN AT CHICAGO LIGHTING INSTITUTE

● Hundreds of persons, business men, housewives, school children and teachers, from the communities surrounding Chicago have visited the Chicago Lighting Institute on the 36th floor of the Civic Opera building, 20 North Wacker drive, Chicago, since its opening 18 months ago, according to Director R. G. Raymond, and many of them have come from the territory served by the South Shore Line.

There is a great deal to interest each of these groups in this modern laboratory in which all known forms of modern illumination are demonstrated under actual working conditions. No admission is charged and a staff of demonstrators and technical experts is at hand to show the visitor around.

For the demonstration of proper home lighting, a complete six-room apartment has been installed, fully equipped and furnished so that the possibilities of modern illumination and electric appliance use can be shown. The apartment includes a living room, bedroom, dining room, kitchen, bath and laundry, and in every detail the comfort, health and convenience of the family have been considered.

● One of the leading features of the institute is a two-story auditorium seating 225 persons. At the back of the stage is especially-constructed scenery which can be arranged to give the effect of a model city, with a typical sky-scraper as its central figure. On this building all types of modern floodlighting can be shown.

Other buildings in the cross-section of a model "City of Light" represent various types of stores and shops, and all will demonstrate the fundamentals of electric advertising applicable to various types of merchandise.

The industrial lighting room, adjoins the theatre. This is a workshop where the visitor interested in industrial lighting problems can actually work at a bench or lathe, under various combinations of lighting, to determine which best promotes efficiency in his establishment.

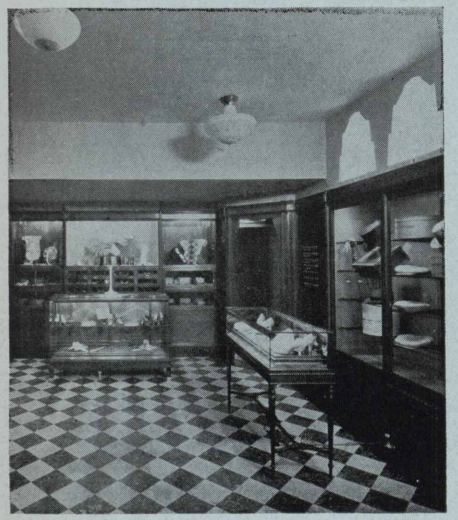
● An avenue running half-way through the institute is devoted to show windows, as found in stores. Here are special lighting effects such as luminous floors with changing light patterns in colors, background effects, windows within windows, daylight contrasted with artificial light, and other illumination equipment so that any desired combination for different classes of merchandise may be obtained.

In the outdoor lighting fixture room are shown floodlighting and electric advertising, as well as a display of street lighting of various types and intensities. Rural highway lighting and traffic signals have a separate corner.

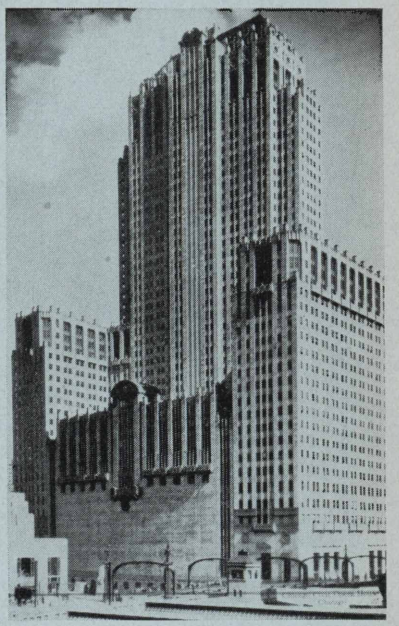
Farm lighting and farm appliances occupy another room, and adjoining that is a complete demonstration of aviation lighting.

The institute is supported by its membership which includes leading manufacturers and distributors of electric appliances and several utility companies including the Midland United Company which controls the South Shore Line.

SCENES AT LIGHTING INSTITUTE

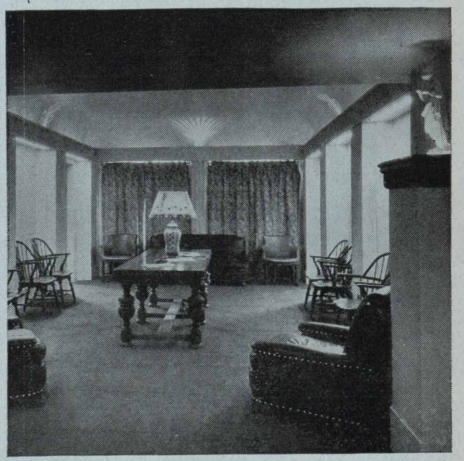


● Here the storekeeper can see the newest and best in show case and window display illumination. Luminous floors, background effects, windows within windows and a comparison of daylight with artifiicial light are featured.



● The Civic Opera building at 20 North Wacker drive, Chicago. The entire 36th floor of the building is occupied by the lighting institute.

● A model workshop at the Lighting Institute. Here the person who is planning the lighting for an industrial establishment can determine the most advantageous type of illumination for his plant.



● Model house and apartment lighting is demonstarted in several beautiful reproductions of home interiors. This is the visitors' lounge at the Lighting Institute, displaying several unique variations in illumination.

ATHLETIC ACCESSORIES, PRODUCT OF BIKE WEB AT SOUTH BEND

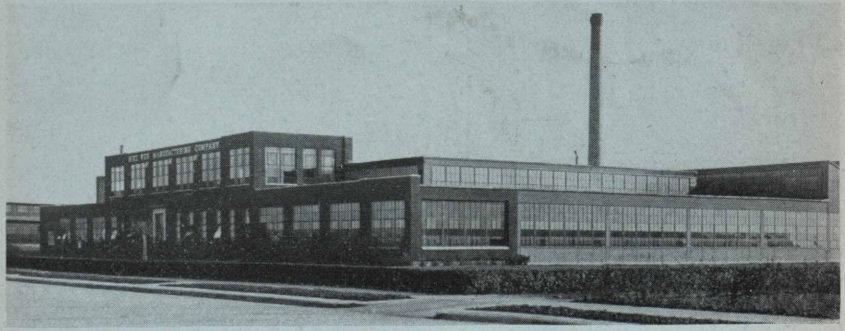
● An important unit in the Bauer and Black organization, manufacturers of a nationally known line of surgical dressings and allied products, is the Bike Web Manufacturing Company at 3802 Sample street, South Bend. Elastic fabric products are fashioned in this modern plant built three years ago, and two years ago acquired by the Kendall Company with which Bauer and Black is affiliated.

Bike Web turns out abdominal belts, athletic supporters, knee caps, anklets and wristlets, the 120 workers employed in the plant transforming skeins of rubber thread and spools of cotton, silk and wool yarn into the finished product under the one roof. Almost all the articles manufactured by Bike Web are used by athletes and retailed by sporting goods stores.

While there is some seasonal variation in the plant's output, this factor is considerably less apparent than in most lines because of the sports habits of the American people. Just at this time of year the bulk of the knee caps, anklets, supporters, etc., which are being manufactured at Bike Web, will go to the thousands of basketball players who will soon be engaging the attention of the sports world. After basketball comes baseball, after baseball, football and so on through the year. Interspersed will be the many other sports — hockey, track, handball, volleyball, swimming, etc., which also create a demand for the Bike Web line.

The other products of the nine factories in the Kendall organization include absorbent cotton, adhesive plaster, bandages, gauze, first aid kits, and the many other surgical dressings, first aid supplies and related products of Bauer and Black. Besides Bike Web in South Bend and Bauer and Black in Chicago, plants are located in Camden, Edgefield and Newberry, S. C., Paw Creek, N. C., Walpole, Mass., and Slatersville, Rhode Island.

ELASTIC FABRICS MADE HERE



● One of nine units in Bauer and Black organization, the Bike Web Manufacturing Company of South Bend turns out a line of athletic accessories using an elastic fabric woven in this plant.